


City of Fishers, Indiana



FISHERS 2040

A Framework for Our Future



Comprehensive Plan
Adopted June 2016

Amended June 2021

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FIVE-YEAR UPDATE (2021)

As recommended in the plan, the City undertook an effort to prepare a five-year evaluation and update in late 2020. This update was adopted in June 2021.

The update involved a review of progress on the action items, revisions to the future land use special areas, updates to relevant data, and updates to the plan's actions. A steering committee and four task forces (subcommittees) were convened over a period of six months to consider new actions and priorities. This document reflects the outcome of that effort. Participants in this update process included the following.

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HISTORY OF FISHERS

Fishers has undergone significant change over the years, progressing from a trading post, to rail switch, to burgeoning town, to modern city. Understanding the unique history of the region will help to set a clear course for the city's future.

Before the area was settled by colonists, the White River provided a natural corridor for Native American tribes to set up seasonal villages along its winding path. The river forms the western boundary of the City.

In 1802, William Conner operated a trading post along the banks of the White River. This was located on the lands where Conner Prairie interactive museum now stands. The first wave of settlers came to Fishers in the 1820s. In 1851 when the railroad was constructed, the community continued to grow and diversify. The railway eventually provided a link to Chicago.

In the late 1800s, Indiana's economy remained predominantly rural. Fishers was home to many of the state's finest farms such as Sunblest, Conner Prairie and Springdale. Many areas in the City today pay homage to this legacy by integrating these names within the community as streets, subdivisions and other landmarks. The lifestyle in Fishers continued to expand with the construction of additional infrastructure which connected the community to others along these key transportation corridors.

In 1872, Fishers was divided into lots. The area was originally known as Fishers' Switch and then the name changed to Fishers' Station to reflect the proximity of the railroad. The rail line offered ready access to the settlement and soon a grist mill and a saw mill were built attracting additional settlers.

These businesses diversified the local economy offering jobs outside the traditional farming sector.

Fishers remained a small settlement into the 1960's with only 400 residents. Key infrastructure such as State Road 37 and the railway strengthened Fishers connectivity and bolstered its economic position within the region. New commerce brought greater prosperity and new residents. The Geist Reservoir was built, schools were constructed and the new Eller Bridge created a pivotal connection over the White River.

As growth continued, Fishers saw the need to manage development. In 1972, the first Zoning and Master Plan was adopted. By 2005, the community had secured planning and zoning jurisdiction for all of Fall Creek and Delaware townships. The Town experienced unprecedented growth expanding from 7,000 residents in 1990 to approximately 100,000 residents in the beginning of 2021.

The town became a City on January 1, 2015. The City regulates development through the implementation of two regulatory documents: the Unified Development Ordinance and the Nickel Plate Code. Each set standards which include but are not limited to landscaping, architecture, signage, road design, lighting and density.

Fishers offers its residents a high quality of life with exceptional schools, a safe community and many trails, parks and other amenities. The municipal complex is a vibrant hub of the community where residents enjoy year-round programming of arts and cultural events.



1

INTRODUCTION & VISION

The City of Fishers has created a 25-year comprehensive plan to ensure future financial sustainability, while creating an environment that supports quality of life that meets our vision for a smart, vibrant and entrepreneurial city.

WHY WE NEED A COMPREHENSIVE PLAN

Fishers is widely recognized as a highly desirable community to raise a family and grow a business. Our community offers a high quality of life, a low tax rate, quality public schools, a low crime rate and amenities such as trails, free concerts and a growing cultural scene. These positive attributes are the result of deliberate choices the community has made over time.

The Challenge

Fishers' population is currently close to 100,000* residents and is anticipated to continue to grow quickly over the next several years. Given the rapid growth the city has experienced and will continue to experience, the need for a clear vision for the future is critical to sustaining and enhancing the quality of life its residents enjoy. Anticipated shifts in demographic trends, such as a higher proportion of seniors and young professionals, will demand new and innovative approaches to city planning. As the city continues to mature, aging infrastructure will place new demands on capital resources, requiring strategic prioritization. Areas of redevelopment will offer opportunities to enhance the older areas of Fishers and embrace new standards for amenities like shared use paths. The needs of both existing and potential employers must also be considered when land use and development decisions are made to ensure business will continue to thrive in the community.

The Comprehensive Plan

The comprehensive plan provides the road map of strategies to achieve the Mayor and the Council's vision to become a smart, vibrant and entrepreneurial city. The plan achieves the following:

- Provides a vision for the community that inspires and guides strategic decision-making.
- Offers innovative and visionary thinking on Fishers' future.
- Meets state statute to provide a comprehensive planning document to guide future land use and transportation decisions.
- Provides guidance on prioritization of major improvements.
- Facilitates quality development while also maintaining the vitality of existing residential and commercial areas and preservation of natural areas.
- Provides a plan that is sensitive to the regional context and leverages neighboring assets.
- Provides the basis for consistent, comprehensive decision-making on land use.
- Provides a deeper understanding on the linkages among land use decisions, economic development decisions, transportation decisions, natural resource decisions and capital improvement decisions.

*2021 estimate prepared by the city based on approved development.

VISION

During the State of the City address on February 15th, 2015, Mayor Scott Fadness unveiled his long-term vision for the City of Fishers. The City of Fishers is a smart, vibrant and entrepreneurial city that provides an exceptional quality of life and fosters a culture of innovation and resiliency.



Smart

A Smart Fishers is a city that:

- Continues to develop and redevelop in a purposeful and thoughtful way.
- Incorporates all the best practices of place making and smart growth principles.
- Creates public policy that is progressive and proactive.
- Applies thought and expertise to create high-quality neighborhoods, carefully engineered corridors, world-class parks and attractive commercial centers.
- Fosters City services that are highly efficient and effective.



Vibrant

A Vibrant Fishers is a city that:

- Encourages vitality, energy and resiliency in all neighborhoods throughout the community.
- Preserves the integrity of each neighborhood and encourages them to foster a strong sense of place.
- Maintains property values, providing long-term sustainability.
- Redevelops with quality, longevity and adaptability in mind.
- Fosters a strong identity, sense of place and inclusion.



Entrepreneurial

An Entrepreneurial Fishers is a city that:

- Fosters a culture of innovation.
- Offers an ecosystem that allows good ideas to grow and flourish.
- Challenges the status quo in order to continually make our city more efficient and effective.

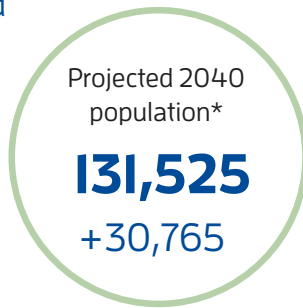
FISHERS TODAY

This section provides a quick summary of some of the most notable conditions and trends in Fishers today. These facts are discussed in detail later in the plan.

Population, Housing and Neighborhoods

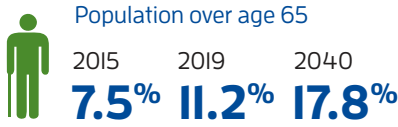
Fishers' population will continue to increase as the city expands and develops.

By the year 2040, Fishers' population is forecasted to be 30 percent greater than it is today. The City will grow by approximately 30,675 people.



Today's pace of growth will slow.

The city's population is forecasted to grow at an annual rate in excess of two percent for roughly the next five years. After the year 2025, the annual rate of population growth will slow to around one percent as land for development decreases. Declining development revenue will have implications for the City's planning and fiscal policies.



2015 and 2019 figures from the US Census Bureau's American Community Survey one-year estimates.

The population is aging.

The over-age-65 population will double as a proportion of the total population between now and the year 2040.

Housing preferences likely to change along with demographic shifts.

As the population ages, demand for quality, low-maintenance housing options in walkable settings is expected to remain strong.

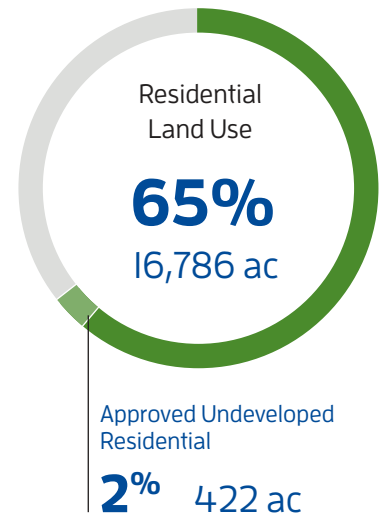
Land Use and Development

The city's land area will increase at a much slower rate than population growth.

In the past between 2005 and 2020, the city expanded by more than 6,500 acres. Since 2010, the rate at which new land was added to the city was notably slower than population growth. That is largely a factor of there being several developing residential areas and a slow pace of new residential construction. New population growth is likely to occur both within the city's existing footprint and within new areas that may be added to the city.

The city's land is predominantly residential.

Nearly two-thirds (65%) of the land within the city's planning jurisdiction (including unincorporated areas) is residential in use (as of 2021) —and most of that is low-density single family detached residential. Included in the above, is a significant amount of undeveloped residential areas (with approved development plans) that makes up roughly two percent of the city.



*Population projection prepared in 2014 (see page 10). Current population reflects a 2021 estimate prepared by the city based on approved development.

The Nickel Plate District is a growing asset in the community.

The Nickel Plate District offers both a unique destination for shopping and entertainment as well as a vibrant, walkable place to live and work. The mixed-use district composes less than one percent of the city's land, but is part of an important economic development strategy for attracting innovative businesses and creative, entrepreneurial talent to Fishers.



Diverse array of existing land use.

Fishers' commercial core surrounds Interstate 69 and State Road 37 while the balance of the city is primarily residential with nodes of commercial development dispersed near major intersections. Existing land use categories differentiate between developed and undeveloped land and include: residential, commercial, industrial, mixed-use, institutional, public and private parks, agriculture and utilities.

Infrastructure and Transportation

A multi-modal approach advocated in existing plans.

As Fishers continues to grow, the transportation network will experience additional stress and congestion. Many residents of Fishers commute to Indianapolis and utilize an already taxed roadway infrastructure. Significant transportation investments (beyond road improvements) will be needed to manage growth. Multi-modal projects including alternative modes such as biking and transit are recommended in the transportation plan.



Roadway maintenance

The City of Fishers is responsible for maintaining most of the roads and streets within the city's incorporated limits, however some roads are maintained by the Indiana Department of Transportation (INDOT), such as Interstate 69 and State Road 37, or by Hamilton County, such as Olivo road.



Aging infrastructure is, and will continue to be, a challenge for the City to manage. Older sidewalks and roads will eventually need repair or replacement. Aging sewer and water infrastructure will need to be carefully monitored to prevent placing demands on limited capital infrastructure resources.

Parks, Open Space and Natural Resources

Park inventory, needs assessment facilities plan prepared.

Fishers has a well-maintained and highly-regarded parks system that includes natural areas, neighborhood playgrounds and community-serving outdoor athletic facilities. The parks system of the future will offer a broader range of uses and programs to truly cater to all the recreational needs of the community and its evolving demographics.

Minimizing environmental impacts of growth.

The city retains a significant amount of undeveloped land, forested areas and waterways that provide recreational opportunities, promote healthy living and serve as wildlife habitat. Growth and development are the greatest threats to these natural assets. Through the parks and land use planning efforts and adopted policies, key undeveloped areas have been identified to preserve for future generations. Environmentally sensitive development practices will help to mitigate the impacts on habitat and waterways.



Total Park Land (2021)

Trail Miles

653 ac

142 mi

PLAN FRAMEWORK

The comprehensive plan articulates goals, objectives and action items for each topic area, including land use, residential and neighborhoods, parks and open space and transportation. These are all outlined in the subsequent chapters and consolidated in the implementation chart in the final chapter of this plan. They were developed after each task force completed their research and analysis. The terms used in the plan are defined as follows.

Goal

A goal is the desired end result that, together, achieve the vision. The goals anticipate a city that will be smart, vibrant and entrepreneurial.

The comprehensive plan provides a framework for the future that targets these key themes:

- Connected
- Innovative
- Resilient
- Accessible
- Sustainable

Objectives

The objectives are established to support each of the goals. These statements set benchmarks to achieve the goal. Time frames, including short-term, mid-term and long-term priorities, help to set the prioritization of work to be done to achieve the goal.

Actions

The action items follow each objective. These are tangible items to be accomplished that will lead to the completion of the objectives and reach the goal. Action items will be routinely reviewed and reassessed as they are completed.

2

LAND USE

The land use chapter sets a framework for the development and redevelopment of land within the City's jurisdiction over time. In addition to defining future land use, this element also sets a vision for the character of future growth.

INTRODUCTION

The future land use plan establishes and defines different land use classifications to be applied across the City of Fishers' planning jurisdiction. In addition to defining the land uses that are most appropriate for each area of the city, the plan also integrates design elements that are most appropriate for each classification.

Organization

The future land use plan includes the following components:

Goals, Objectives and Actions.

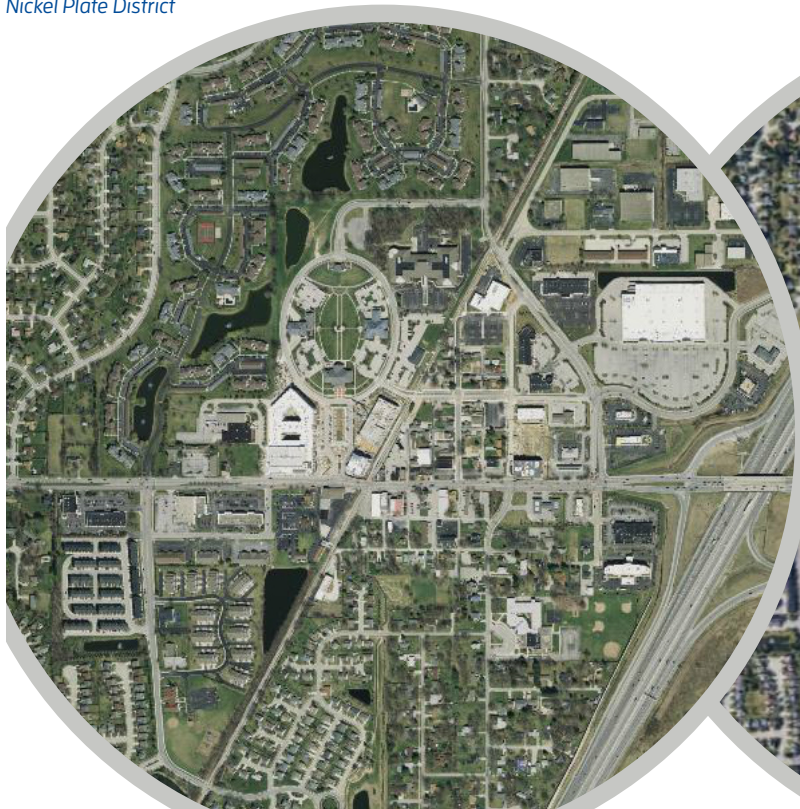
Through the plan development process, overarching goals were developed that define the overall intent of the future land use plan. Action items detail how these goals will be obtained.

Future Land Use Map. The future land use map was developed in order to illustrate the geographic distribution of the various land use categories that is envisioned by 2040.

Land Use Category Definitions.

Each land use category has a separate description that defines the purpose and character envisioned for that particular land use.

2015 aerial of the Fishers Nickel Plate District



2021 aerial of the Fishers Nickel Plate District



Key Findings and Initiatives

The future land use plan establishes the desired development pattern for the City of Fishers. It was created in a collaborative process that sought input from stakeholders, policy makers, City staff and the development community. As this plan was developed, the planning team identified many ideas, trends, opportunities and constraints. The key findings and initiatives from this process are listed below.

Land is a finite resource. The amount of land left for greenfield development is shrinking. The City must be wise with its approvals of developments on the remaining tracts of undeveloped land.

Redevelopment will intensify. Though land is a finite resource, development will continue in Fishers. This will be in the form of redevelopment of some existing areas.

Previous land use plans lacked character direction. Creating quality places is about more than land use alone. This plan introduces future land use classifications that include direction on character. These classifications describe types of places that are created by a mix of uses, building scale, and transportation infrastructure. This approach provides more clear expectations and long-term flexibility for addressing development trends and community needs such as mixed-use development, redevelopment and employment centers.

Standards require updating. The City's ordinances require a substantial update to provide options for mixed-use development and redevelopment. The standards also need to be brought into line with current market expectations. In 2018, the City adopted an update to the Unified Development Ordinance (UDO) which addressed many recommendations in the plan. Additional code updates and changes to the zoning map will be required to implement several of the plans ideas.

Areas Need Special Study. The City of Fishers has areas of unique character, identity and possibility. As identified in this plan, there are areas in the city that will require extensive study so the land can be utilized to its greatest potential. In 2021, general land use recommendations on the future Land Use Map were prepared for these areas. Some of these areas may require additional detailed study.

FIVE-YEAR UPDATE

A Future Land Use Subcommittee was convened as part of the five-year update process to provide direction for the previously-defined Areas for Future Study and other recommendations for future land use citywide.

CURRENT STATE OF LAND USE

Over the past 30 years, the City of Fishers has experienced tremendous growth. Fishers has grown from 7,000 residents in 1990 to nearly 100,000 today. As Fishers looks to the future, the nature of this growth and the services required to support the community will continue to change. The policy and development decisions made now regarding growth management, development practices and fiscal planning will shape the long-term character of the community.

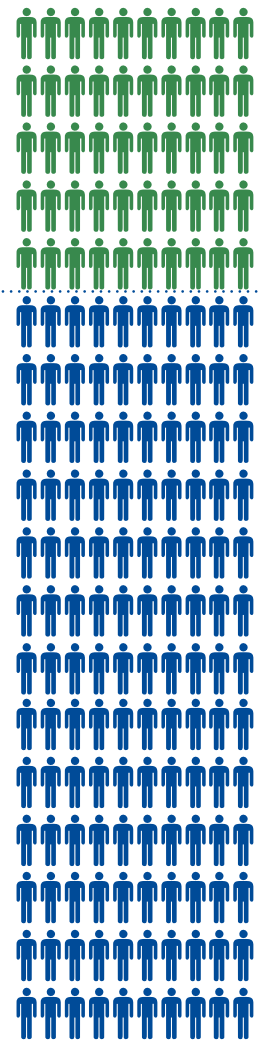
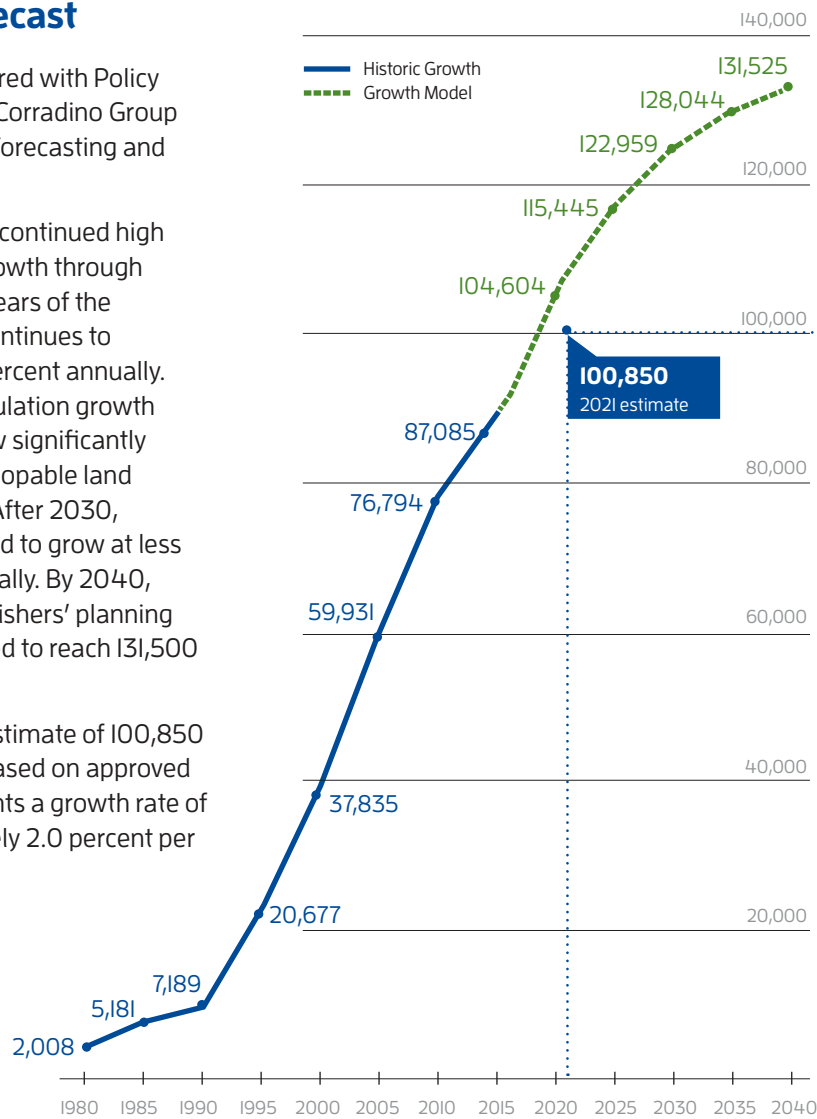
Forecasted increase in population 2021-2040:
30,675
 30%

Population Forecast

In 2014, the city partnered with Policy Analytics, LLC and the Corradino Group to prepare a Demand Forecasting and Sustainability Analysis.

The analysis forecasts continued high levels of population growth through 2025. In the first five years of the forecast, population continues to grow faster than 2.5 percent annually. Beyond 2025, the population growth rate is expected to slow significantly as the amount of developable land in Fishers diminishes. After 2030, population is forecasted to grow at less than one percent annually. By 2040, the population of the Fishers' planning jurisdiction is forecasted to reach 131,500 residents.

The 2021 population estimate of 100,850 (prepared by the city based on approved development) represents a growth rate of approximately 2.0 percent per year since 2015.



Source: Policy Analytics, LLC

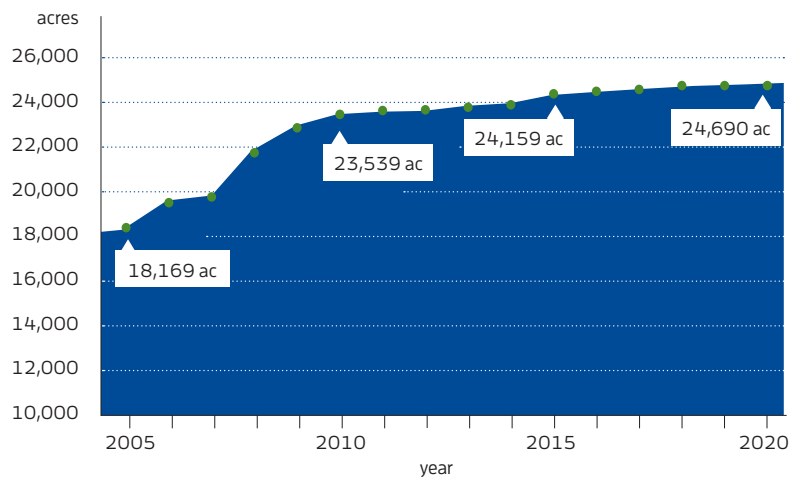
Land Use

As the city grows and its demographics change, community values about the design of the built environment will likely shift. To ensure that new development and redevelopment within the City's jurisdiction meets those values, new approaches to land use regulation are considered in the plan. The future land use map sets a new framework for land use and development.

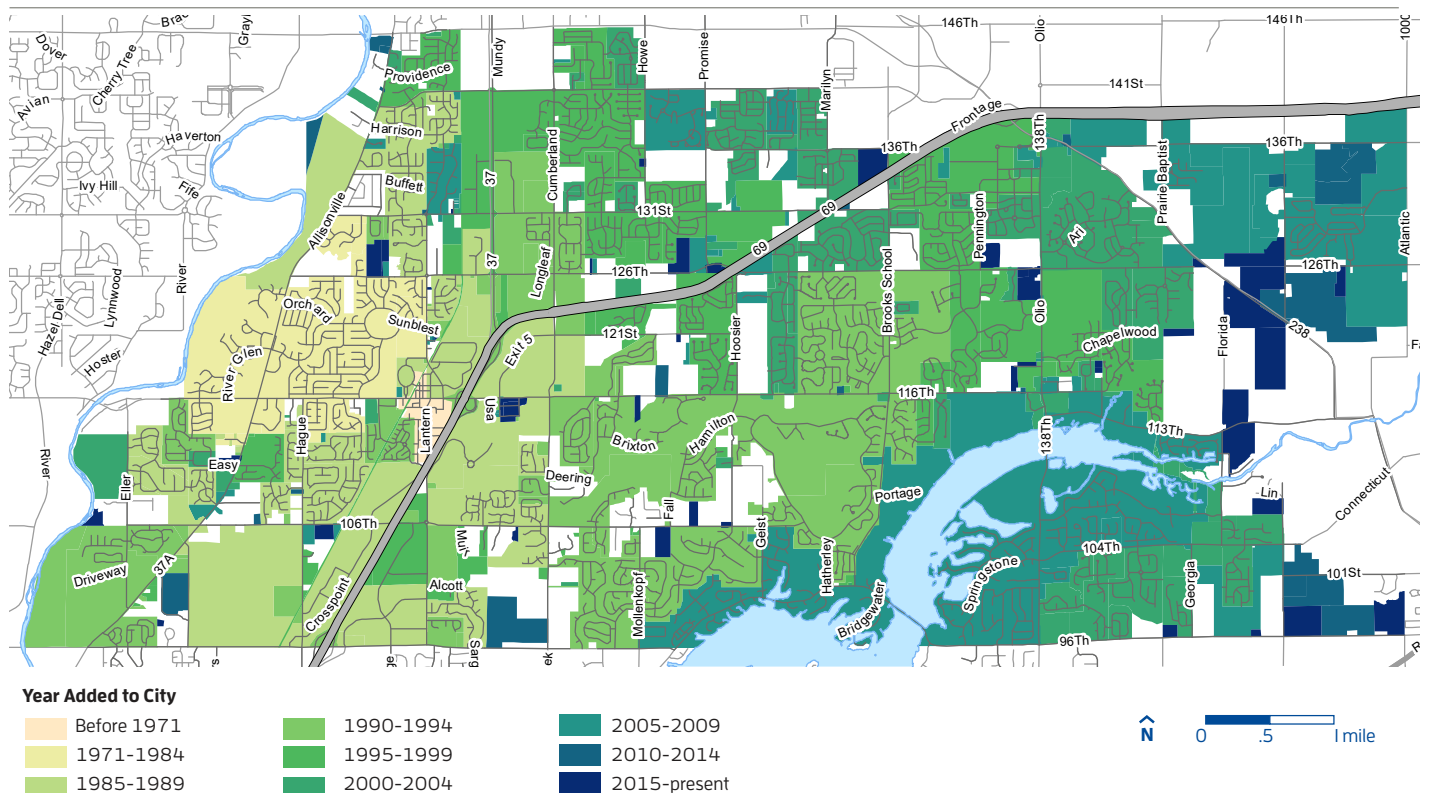
City Boundaries and Growth

Since 1971, the city limits of Fishers has expanded with each decade. Originally located within a few blocks west of Interstate 69, the city limits have expanded to the Marion, Hancock and Madison County borders and the Carmel and Noblesville city limits. There are remaining unincorporated tracts within the City's planning jurisdiction that may be annexed in the future.

LAND AREA CHANGE SINCE 2005



ANNEXATION HISTORY



Existing Land Use

Fishers has diverse land uses. The existing land use map on page 13 illustrates the distribution of land use types throughout the city. The commercial core surrounds Interstate 69 and State Road 37 while the balance of the city is primarily residential with nodes of commercial development dispersed near major intersections.

Existing land use categories differentiate between developed and undeveloped and include: residential (low, medium and high density), commercial (low, medium and high), industrial (light and high), mixed-use, institutional, public and private parks, agriculture and utilities. Currently, the mixed-use land use is located within the Nickel Plate District in downtown Fishers or select planned unit developments. The remaining agriculture use is located primarily in the eastern portion of Fishers.

Future Land Use

The future land use map helps guide development and growth policies throughout the city by defining preferred land uses, their attributes and geographic distribution.

Land Use v. Zoning

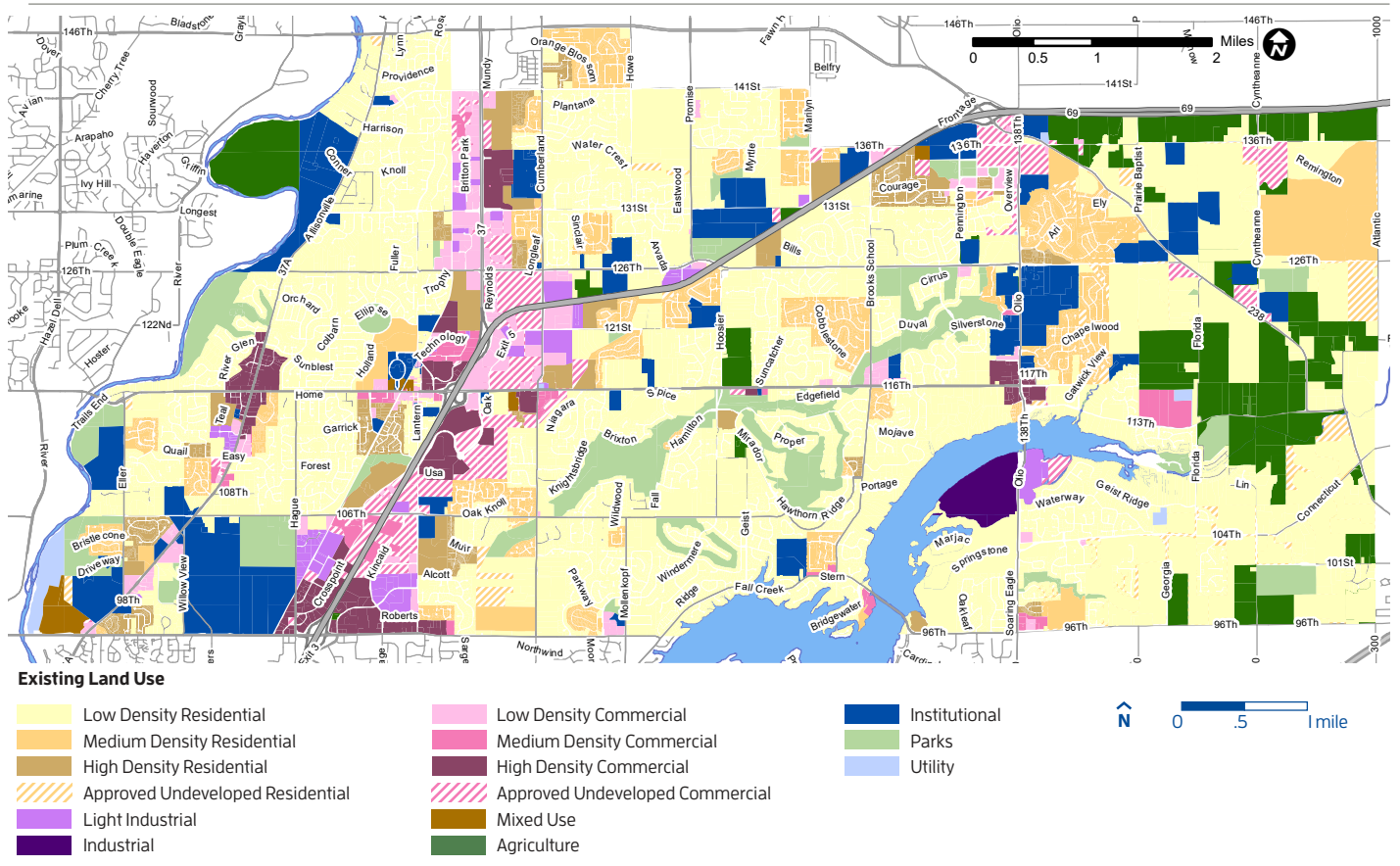
Land use identifies how a property is actually being utilized. Zoning is a set of laws that regulate land use including types of structures that may be built, how they are to be built, where they are to be built and how they may be used. A zoning district may allow for various land uses. The existing land use does not necessarily reflect current zoning.

Zoning

Properties within the Fishers jurisdiction are assigned a zoning classification. Residents seeking to change the use of their property often have to seek rezoning. Zoning districts are defined in Chapter Three of the Unified Development Ordinance (UDO). Planned Unit Development (PUD) Districts (also in Chapter 3) constitute roughly half of all zoning within the city. PUDs are a mechanism to create a custom, unique zoning district that responds to individual project concerns and constraints. These developments are often applied to residential neighborhoods and commercial developments. Text amendments are necessary when the standards of the PUD are to be changed and revised.

The City of Fishers has jurisdiction to regulate zoning and development for the entire area east of the White River, north of the Marion/Hancock County boundary, west of the Madison County boundary and south of the City of Noblesville boundary, even though not all these areas are annexed.

EXISTING LAND USE (JANUARY 2021)



Land Use Classification	Acres	Percent of land area
Residential	16,786	65%
Low Density Residential	13,033	51%
Medium Density Residential	2,377	9%
High Density Residential	954	4%
Approved Undeveloped Residential	423	2%
Commercial	2,561	10%
Low Density Commercial	653	3%
Medium Density Commercial	279	1%
High Density Commercial	672	3%
Approved Undeveloped Commercial	861	3%
Mixed Use	96	<1%
Agriculture	1,861	7%
Agriculture	1,891	7%
Industrial	558	3%
Light Industrial	386	2%
Industrial	172	1%
Public/Institutional	3,966	15%
Institutional	2,101	8%
Parks	1,762	7%
Utility	103	<1%
TOTAL	23,871	100%

PLAN SUMMARY

The future land use plan was developed through the involvement of key stakeholders, City staff, task forces and steering committee groups. The future land use map and associated land use categories are presented in this section and will shape the future of Fishers.

Purpose

The future land use plan that includes goals, objectives, actions and the future land use map, which establishes the desired development pattern for the City of Fishers. This map is to be consulted whenever decisions are made regarding the change of use for land in Fishers.

Fiscal Sustainability

As Fishers continues to grow, the city must maintain a revenue and expense structure capable of supporting the growing demand for services. The potential for revenue growth is constrained by state statutes, local tax policy and economic conditions. The fiscal sustainability analysis was designed to evaluate Fishers' long-term ability to fund public services and infrastructure given the forecasts of future growth.

As the community matures over the next 15 years, growth will slow and revenue sources which typically accompany development will decrease. Meanwhile, costs for maintaining aging infrastructure will likely rise.

Goals




1. SENSE OF PLACE - New development and redevelopment incorporates all the best practices of creating a sense of place and smart growth principles to remain resilient and sustainable for the long-term.
2. ADAPTABLE - Commercial and employment districts that allow employers and entrepreneurs to meet the changing needs of modern business.
3. SUSTAINABLE - Smart land use planning that encourages fiscal, environmental and cultural sustainability.




Steering committee and task force members discuss the Fishers 2040 Comprehensive Plan (2015).



GOALS, OBJECTIVES AND ACTIONS

FIVE-YEAR UPDATE All actions were assessed and updated in 2021. The status of each action is noted with an icon.

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance

-  Complete
-  New (Actions added during the 2021 update)
-  Maintenance (currently occurring on a repeating basis)

Goal I: Sense of Place

New development and redevelopment incorporates all the best practices of creating a sense of place and smart growth principles to remain resilient and sustainable for the long-term.



Objective 1.1 Create more opportunities for mixed use districts at key nodes geographically distributed throughout the community.

Status (as of June 2021)

1.1.1. Update the zoning map to create mixed use nodes that align with the future land use map.



Objective 1.2 Create design standards for mixed use districts to set the vision for the character of the new development.

1.2.1. Develop a strategy for regional mixed use and neighborhood mixed use category in the City's development standards to reflect the success of areas such as Saxony and the Nickel Plate District.



1.2.2. Create a plan for the undeveloped land northwest of Allisonville Road and 96th Street that incorporates a mix of uses.



1.2.3. Create a plan for future redevelopment of the Lantern Road corridor between 116th Street and Fishers Point Boulevard to encourage reinvestment that extends the character of the Nickel Plate District.



Objective 1.3 Provide a variety of housing types throughout the city to create a strong sense of place

1.3.1. Update the UDO to define updated land use categories.



1.3.2. Develop a strategy to align the zoning map with the future land use map.



1.3.3. Assess opportunities for future redevelopment at 131st Street and Brooks School Road area.



1.3.4. Assess opportunities to integrate attached residential product within a mixed use development at the northeast corner of Hoosier Road and 116th Street.



Goal 2: Adaptable

Commercial and employment districts that allow employers and entrepreneurs to meet the changing needs of modern business.



Objective 2.1 Encourage redevelopment that creates desirable location for employment.

Status (as of June 2021)

<p>2.1.1. Update the UDO to define updated land use categories.</p>	<p>removed (duplicate)</p>
<p>2.1.2. Develop a strategy to align the zoning map with the future land use map.</p>	
<p>2.1.3. Create a plan for the State Road 37 corridor to set a vision for future redevelopment and attract future employment.</p>	<p>☰</p>
<p>2.1.4. Create a plan for the airport property that incorporates a mix of uses and increase opportunities for employment.</p>	<p>✓</p>
<p>2.1.5. Create a plan for the area of land south of I26th Street between State Road 37 and Interstate 69 to set a vision for future redevelopment and attract future employment.</p>	<p>☰</p>
<p>2.1.6. Create a plan for the areas of land south of Interstate 69 between Olio Road and Atlantic Road to set a vision for future redevelopment and attract future employment.</p>	<p>☰</p>
<p>2.1.7. Identify future redevelopment areas and areas for special study. Example: Area north of I13th Street, between Florida Road and Southeastern Parkway.</p>	<p>☰</p>

Previously mentioned actions

- 1.3.1 and 1.3.2 UDO updates and Zoning Map alignment

Goal 3: Sustainable

Smart land use planning that encourages fiscal, environmental and cultural sustainability.



Objective 3.1 Provide nodes of commercial retail throughout the community to balance growth over time and provide easier access from residential neighborhoods to amenities and services.

Status (as of June 2021)

3.1.1. Update the UDO to define updated land use categories.	removed (duplicate)
3.1.2. Develop a strategy to align the zoning map with the future land use map.	removed (duplicate)
3.1.3. Assess opportunities for a future neighborhood mixed use node near Southeastern Parkway and Atlantic Road.	✓

Previously mentioned actions

- 1.3.1 and 1.3.2 UDO updates and Zoning Map alignment

Objective 3.2 Protect environmentally sensitive areas and natural corridors for environmental health and recreational opportunities.

3.2.1. Update the UDO to include standards for protection of lands designated on the open space overlay.	☰
3.2.2. Assess potential locations for future public access to Geist waterfront.	☰
3.2.3. Study new land use opportunities along the Nickel Plate Trail	☰
3.2.4. Study land uses along waterway and other natural resources for environmental protection	☰

Objective 3.3 Routinely reassess development growth for continued fiscal sustainability.

3.3.1. Continue to conduct a yearly statistical analysis of development to maintain accurate and up-to-date data on Fishers' growth.	↻
3.3.2. Periodically update the fiscal sustainability analysis to monitor the fiscal impact of land use and development decisions.	↻
3.3.3. Develop a policy for sunset dates in PUD so that when a development does not occur within a specified period of time, the PUD expires and the land returns to use identified by the future land use map.	☰

Objective 3.4 (new) Promote sustainability and public health.

3.4.1. Identify potential changes to land use policies that would improve environmental sustainability and public health.	☰
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FUTURE LAND USE

The future land use plan defines the various land use categories that are envisioned for growth and development to 2040. Each category is color-coded and displayed on the future land use map to illustrate how the various categories work together and how they are geographically distributed across the city. The future land use map is used as a guide for future decision-making about development, zoning, or infrastructure investments. Continued review and updates are expected to occur on a regular basis.

Land Use Categories

The following land uses are defined in this chapter and assigned to geographic locations on the future land use map.

- Estate Residential
- Low Density Suburban Residential
- Suburban Residential
- Core Residential
- Attached Residential
- Regional Mixed Use
- Neighborhood Mixed Use
- Neighborhood Center
- Area Service Node
- Regional Center
- Employment Node
- Flex Employment/ Center / R&D
- Parks and Open Space
- Civic/Institutional
- Open Space Overlay
- Areas for Special Study

Each land use category description contains the following information in order to define how the land is intended to be used and developed.

Purpose. This section details the intent of the land use category and explains the need for the category.

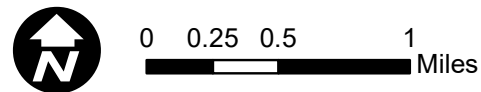
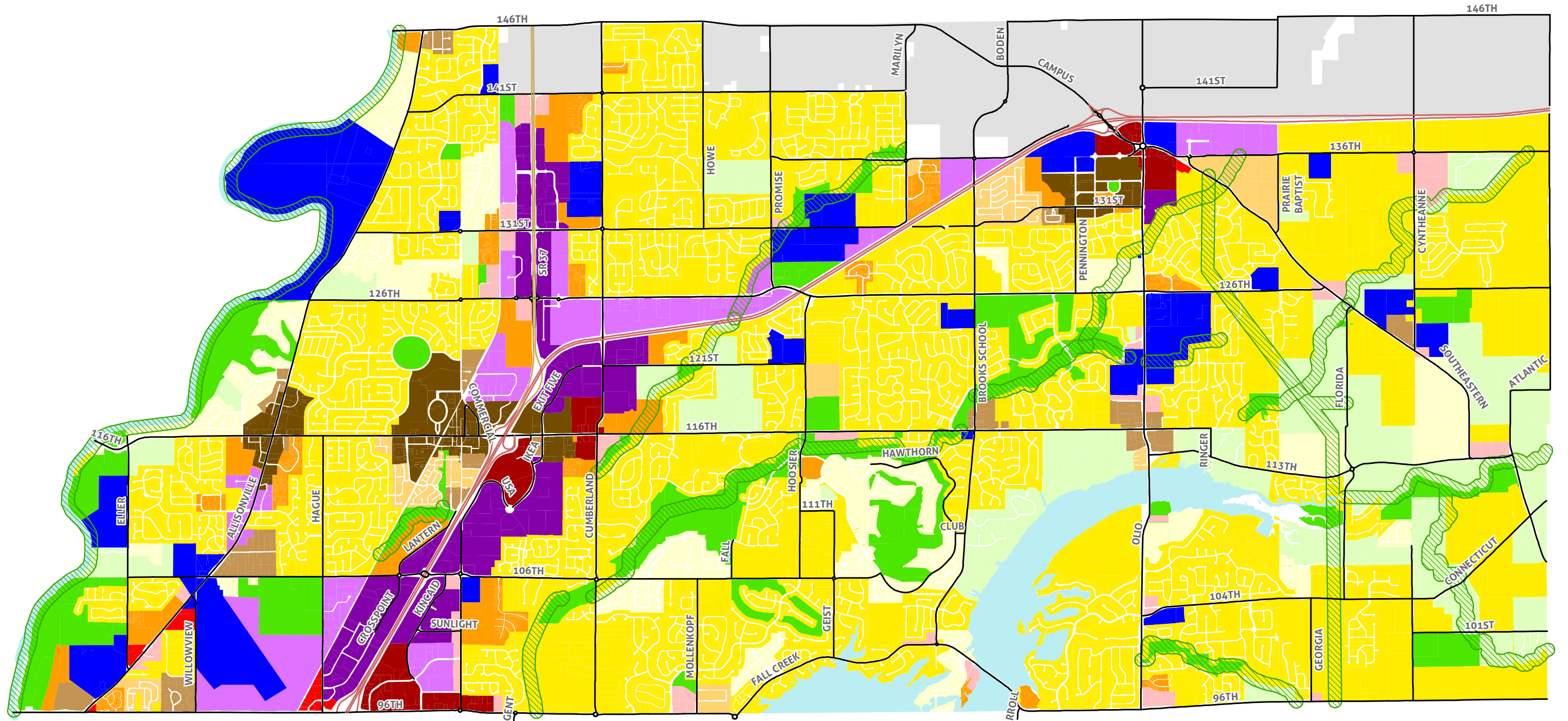
Land Uses. This section outlines the type of uses that are intended to be permitted in each land use category. The UDO then establishes the specific land uses permitted in each zoning district.

Intensity/Density. This section outlines the desired intensity (typically in maximum square footage of building size for commercial uses or dwelling units per acre for residential uses). The UDO may add further standards on density and intensity and may utilize more than one zoning district to regulate each land use category.

Development Features. This section details the standards necessary for subdivisions, planned unit development, or development projects. For the purposes of the future land use plan, this section is intended to list the important themes and policy considerations. The UDO provides more detailed requirements.

Examples. This section provides photographs and locations of land that exemplifies each category.

FUTURE LAND USE 2040



Legend

- | | | | | | |
|--------------------------|----------------------|-----------------------------|----------------------------|-------------------|-------------|
| Open Space Overlay | Suburban Residential | Neighborhood Mixed Use | Area Service Node | Employment Node | Noblesville |
| Estate Residential | Core Residential | Regional Mixed Use | Regional Center | Parks, Open Space | |
| Low Density Suburban Res | Attached Residential | Neighborhood Service Center | Flex Employment Center/R+D | Institutional | |

FISHERS 2040

A Framework for Our Future

Estate Residential

PURPOSE

Establish and preserve land that is used for single-family homes on large lots, less than one unit per acre. Uses may include residential single-family development that is integrated with compatible agricultural or ecological uses.

LAND USES

- Single-family detached residential
- Agricultural uses

DENSITY/INTENSITY

- Residential development less than one dwelling unit per acre.

DEVELOPMENT FEATURES

- More pervious surface than in higher density residential areas.
- Protects environmentally sensitive areas.
- Accessory structures are permitted.
- Agricultural uses are permitted.

EXAMPLES: Geist area



This aerial image of 113th Street at Geist is an example of estate residential lots, typically much larger than one acre in size.



The photo above is an example of an estate residential home in Fishers, which typically have large front yards and considerable natural areas.

Low Density Suburban Residential

PURPOSE

Single-family, detached residential at low densities ranging from one to two dwelling units per acre. For larger development, a variety of densities within the permitted range is encouraged to allow for more diversity in housing type.

LAND USES

- Single-family detached residential

DENSITY/INTENSITY

- Residential development between one and two dwelling units per acre.

DEVELOPMENT FEATURES

- A mix of housing types and architectural styles is desired.
- Development shall protect and enhance natural environment.
- Integrate with existing environmental features.
- Internal and external pedestrian and vehicular connectivity is required.
- Typically curvilinear streets.

EXAMPLES: Hamilton Proper, Hawthorn Ridge



This aerial image of residential lots in Hamilton Proper neighborhood is typical of low density suburban residential lots.



The photo above of a home in Hawthorn Ridge is an example of the typical setbacks and architecture found in low density suburban residential neighborhoods.

Suburban Residential

PURPOSE

Single-family detached residential at low densities ranging from two to four dwelling units per acre. For larger development, a variety of densities within the permitted range is encouraged to allow for more diversity in housing type.

LAND USES

- Single-family detached residential

DENSITY/INTENSITY

- Residential development between two and four dwelling units per acre

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Internal and external pedestrian and vehicular connectivity is required.
- A mix of housing types and architectural styles is desired.

- Curvilinear street layout is permitted, however grid or modified grid street layout is also permitted to increase connectivity with surrounding neighborhoods. Vehicular and pedestrian connections to neighboring parcels is required.
- To provide opportunities for affordable, sustainable housing, smaller lots and smaller minimum home sizes may be appropriate depending on the location, quality, and character of the development plan and homes.

EXAMPLES: Sandstone, Silverton



This aerial photo of residential lots in the Sandstone neighborhood is an example of typical suburban residential densities.



This photo of a home in the Silverton neighborhood is typical of the architecture, size and front yard setbacks typical to suburban residential neighborhoods.

Core Residential

PURPOSE

Residential neighborhoods that may incorporate a variety of single- and multiple-family dwellings. The integration of a broad range of housing within neighborhoods allows for greater housing choices particularly for younger and older age groups. This classification is intended to provide market flexibility for a wider range of housing choices. This land classification is appropriate in areas close to the downtown core or other mixed-use districts. Larger sites are expected to incorporate a mix of housing types and to be designed to look, feel and function as a cohesive neighborhood. Smaller sites may include a single housing type, appropriately scaled to the surrounding context.

LAND USES

- Single-family detached residential
- Townhomes or condominiums
- Duplexes

DENSITY/INTENSITY

- Density is intended to be between four to eight units per acre. Density shall be further defined through the applicable development standards in the UDO.

DEVELOPMENT FEATURES

- A mix of housing types and architectural styles is desired.
- Development shall protect and enhance natural environment.
- A grid-like street layout that is well-connected to neighboring parcels.
- Internal and external pedestrian and vehicular connectivity is required.
- On-street parking and use of alleys for garage access preferred.
- Features such as porches that support street-level activity are encouraged.

EXAMPLES: Saxony



The aerial photo above shows townhomes in the Saxony area. The mix of a variety of housing types in a walkable setting is what is envisioned for the core residential neighborhoods.



The photo above is an example of cottage homes that fit the vision for the core residential areas.

Attached Residential

PURPOSE

Attached residential areas include housing types such as duplexes, condominiums, townhouses and apartments. These areas add for diversity in the housing stock for a variety of residents, such as young professionals, empty nesters and families looking to be in a location close to amenities. This land classification is intended to be used where larger building footprints and a higher density of land use is appropriate.

LAND USES

- Townhomes, condominiums
- Duplexes
- Apartment units

DENSITY/INTENSITY

- Density shall be further defined through the applicable development standards in the UDO.

DEVELOPMENT FEATURES

- A mix of housing types and architectural styles is desired.
- Development shall protect and enhance natural environment.
- Alleys for garage access preferred, no front load products.
- Front facades facing right-of-way.
- On-street parking.
- Grid or modified grid street layout.
- Internal and external pedestrian and vehicular connectivity is required.
- Multiple exterior materials and architectural elements are encouraged.

EXAMPLES: Fishers Point Boulevard, Princeton Woods



This aerial image of Fishers Point Boulevard illustrates the land use pattern for attached residential. This attached residential is in a preferred location between commercial and lower density residential.



The condominiums on Fishers Point Boulevard reflect typical architecture for attached residential housing.

Neighborhood Mixed Use

PURPOSE

Mixed use district that provides a neighborhood-sized node of services, amenities and gathering space in a pedestrian friendly environment. Uses may be mixed vertically and horizontally. This designation is intended to provide opportunities for smaller-scale mixed use developments that are compatible with surrounding neighborhoods. This designation is intended to be of smaller scale and lower density than the regional mixed use category and have standards that are sensitive to the scale and character of surrounding neighborhoods.

LAND USES

- Low intensity commercial retail
- Office
- Low intensity employment center
- Community center, open space
- Upper floor residential

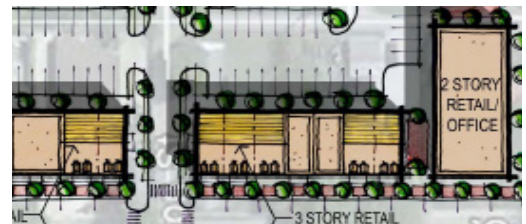
DENSITY/INTENSITY

- May vary depending on proximity to single-family residential areas. The UDO may include additional standards and utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Internal and external pedestrian and vehicular connectivity is required.
- A mix of architectural styles with minimal front setbacks and parking on street or in rear.
- Pedestrian accessible site and building design.

EXAMPLES: Neighborhood mixed use is envisioned at Olio Road and Il6th Street, as well as Southeastern Parkway and Cyntheanne Road.



The rendering above is an example of a building-forward design that is typical in a walkable, neighborhood-scaled mixed use center.



The example above of a neighborhood mixed-use center is of a scale that is appropriate for this category. The building-forward design has ground floor restaurants and shops with condominiums above.

Regional Mixed Use

PURPOSE

Mixed use district that provides a community hub, with higher densities and intensities of commercial retail, employment centers, multi-family, attached residential, public spaces and institutional uses in a pedestrian friendly environment. The designation allows a broad range of commercial and employment uses, public services and a wide range of housing options. Development is pedestrian-oriented with a strong emphasis on design and street level activity and will range from low- to mid-rise in scale.

LAND USES

- Commercial retail
- Office
- Employment center
- Community center, open space
- Upper floor residential

DENSITY/INTENSITY

- May vary depending on proximity to single-family residential areas. The UDO may include additional standards and utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Internal and external pedestrian and vehicular connectivity is required.
- A mix of architectural styles with minimal front setbacks and parking on street or in rear.
- Pedestrian accessible site and building design

EXAMPLES: Nickel Plate District, Saxony



The Depot at Nickel Plate is an example of a regional mixed use district, with retail and residences in the same structure. The garage parking provides opportunity for a building forward design and walkable streetscape.



Fishers District has examples of mixed use buildings with retail and office near a mix of attached and detached housing. The development features building-forward design with a walkable streetscape.

Neighborhood Service Center

PURPOSE

Neighborhood service centers are intended to provide daily retail uses, personal services and community gathering space for the convenience of neighborhoods in which they are located. These centers may also draw from surrounding residential neighborhoods within a reasonably short distance. Integrated residential uses may be appropriate and neighborhood centers should be integrated to coordinate with surrounding residential uses to provide support and pedestrian activity.

LAND USES

- Commercial, retail preferred on ground floor
- Office, institutional
- Upper floor residential
- Community center, community open space

DENSITY/INTENSITY

- 40,000 square feet maximum per building footprint
- 80,000 square feet maximum cumulative per center

DEVELOPMENT FEATURES

- Architecture style and height should be consistent with surrounding residential neighborhoods.
- Greater sensitivity to traffic circulation, lighting, signage and hours of operation for compatibility with surrounding residential neighborhoods
- Development shall protect and enhance natural environment.
- Internal and external pedestrian and vehicular connectivity is required.

EXAMPLES:



An aerial photo of the commercial buildings at the northwest corner of Fall Creek and Brooks School Road demonstrate how the shops and restaurants offer a nice amenity to neighboring residents while also providing a buffer from the arterial roads.



The restaurants and shops at the northwest corner of Fall Creek and Brooks School Road are an example of a neighborhood service center.

Area Service Node

PURPOSE

Area service nodes are larger in size than the neighborhood service centers, allowing these nodes to serve the needs of a larger amount of surrounding neighborhoods. Area service nodes include a grocery anchor center with supporting retail and office uses.

LAND USES

- Grocery-anchored centers
- Retail, service, office, restaurant, institutional
- Upper-floor residential units

DENSITY/INTENSITY

- While intended to allow higher densities and intensities than the neighborhood service center, the maximum densities and intensities shall be limited by development standards. The UDO may add further standards and may utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Buffering between residential uses where appropriate.
- Screened and landscape parking areas.
- Protection of environmental features.
- Careful attention to traffic circulation and pedestrian connectivity both internally and externally.

EXAMPLES: Kroger Center at I16th Street and Olio Road.



A grocery-anchored retail center, such as the Kroger store above, is an example of an area service node.



An example of an area service node offering retail, restaurants and service uses.

Regional Center

PURPOSE

Regional centers include targeted areas near arterials or major collectors that are intended to provide daily retail, major retail and grocers and other conveniences to serve the community within a three to five-mile radius. These areas act as a regional commercial node for surrounding residential neighborhoods, office and commercial development, with higher densities and intensities of commercial retail, employment centers, multi-family, public spaces and institutional uses.

LAND USES

- Regional commercial and retail uses
- Supporting retail and office
- Hotel
- Entertainment
- Outdoor lifestyle centers

DENSITY/INTENSITY

- This category permits higher densities and intensities than the area service node. The maximum densities and intensities shall be limited by development standards. The UDO may add further standards and may utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Buffering between residential uses where appropriate.
- Screened and landscape parking areas.
- Protection of environmental features.
- Careful attention to traffic circulation and pedestrian connectivity both internally and externally.

EXAMPLES: Super Target Center and Walmart Shopping Center are two areas marked as Regional Centers on the future land use map.



The aerial photo above is of the Walmart shopping center on 96th Street. This area is categorized as a regional center on the future land use map.



The photo above is an example of a regional center, where a mix of retail amenities attract customers from a regional service area.

Flex Employment Center / R+D

PURPOSE

A mix of employment uses that includes office, research and development (R&D) and components of light or flex-industrial uses. R&D includes basic and applied research, application of such knowledge to the production process, research facilities, clean manufacturing and support services in a coordinated and high quality, aesthetic environment and incubator facilities for start-ups and growing tech/research companies. Campus settings with coordinated buildings and pedestrian environments are strongly encouraged. Employment intensive uses which allow existing buildings to be converted to high tech office and makers space are also encouraged.

LAND USES

- Professional and business office
- Research and development centers
- Manufacturing and makers space
- Employment supporting commercial (small-scale restaurants, office supply and the like)
- Warehouse uses permitted for products made on-site

DENSITY/INTENSITY

- The maximum densities and intensities shall be limited by development standards. The UDO may add further standards on density and intensity and may utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Connectivity to surrounding neighborhoods via active transportation is a priority.
- Buffering between residential uses where appropriate.
- Screened and landscape parking areas.
- Careful attention to traffic circulation and pedestrian connectivity both internally and externally.

EXAMPLES:



The Meyer Najem building in Fishers is an example of a modern office building that meets the needs of the twenty-first century employer.



The photo above is an example of the building scale and aesthetic that is envisioned in the Flex Employment category. Buildings are encouraged to use innovative materials and construction methods that allow for adaptation to changing needs.

Employment Node

PURPOSE

Establish areas for large office buildings providing regional employment with opportunity to integrate employment-serving mixed-use.

LAND USES

- Professional and business office
- Makers space
- Medical offices
- Employment supporting commercial (small-scale restaurants, office supply and the like)
- Ancillary uses

DENSITY/INTENSITY

- The maximum densities and intensities shall be limited by development standards. The UDO may add further standards on density and intensity and may utilize more than one zoning district to regulate this category.

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Connectivity to surrounding neighborhoods via active transportation is a priority.
- Buffering between residential uses where appropriate.
- Screened and landscape parking areas.
- Careful attention to traffic circulation and pedestrian connectivity both internally and externally.

EXAMPLES:



The Forum Conference Center is an example of an existing development in Fishers in an area where additional employment growth is envisioned.



The rendering above is an example of an office park that integrates walkable open spaces.

Parks and Open Space

PURPOSE

This designation is intended for lands that serve a recreational, public open space or ecological function. Lands in this designation are primarily publicly owned but can be in private ownership. Lands intended for the open space designation include parks, public plazas, natural areas, scenic lands, golf courses, cemeteries and large water bodies. This classification may include portions of private lands that have been identified for open space preservation as part of future development projects, but not necessarily targeted for public dedication or acquisition.

LAND USES

- Public and private parks
- Recreation
- Greenways and linear parks or trail systems
- Golf courses
- Areas suitable to remain natural, such as forested lands, stream corridors and other environmentally sensitive lands

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Connectivity to surrounding neighborhoods via active transportation is a priority.
- A mix of active and passive recreational opportunities is desired.

DENSITY/INTENSITY

- Not applicable

EXAMPLES: Holland Park, Brooks School Park, Ritchie Woods, Bee Camp Creek Greenway, Ironwood Golf Course



This aerial image of Holland Park shows how the park has been integrated into neighborhoods.



Brooks School Park has a popular playground that attracts many visitors.

Civic/Institutional

PURPOSE

Civic uses include public buildings and institutions owned and operated by governmental or other public agencies, not including parks and open space. This classification includes public schools, government offices and other governmental activities. This classification can also include institutional uses that are typically privately owned or operated and include land and facilities occupied by private uses and organizations such as hospitals, profit or non-profit facilities providing continuous patient care, religious centers/activities, private schools, private cemeteries, utilities, private educational facilities and other similar uses. Intensity of development is determined based on use and location.

LAND USES

- Schools
- Places of worship
- Hospitals
- Government facilities
- Emergency services

DEVELOPMENT FEATURES

- Buffering of adjacent residential neighborhoods when appropriate.
- Accessory uses are permitted when appropriate.
- Development shall protect and enhance natural environment.

DENSITY/INTENSITY

- Context sensitive

EXAMPLES: Hamilton Southeaster Schools, City Hall, Hospital campuses



Aerial photo shows the necessary landscaping, parking around Hoosier Road Elementary school.



Hamilton Southeastern middle school is an example of a civic/institutional use.

Open Space Overlay

PURPOSE

Some land identified for development or redevelopment on the future land use map include environmentally sensitive areas, such as wood lots, tree rows or stream corridors, or key connection points within the city's larger greenway network. The Future Land Use Map includes a greenways overlay that conceptually illustrates open space preservation and greenway connection opportunities throughout the planning area. This overlay is not intended to identify public land acquisition or to prohibit the development potential of individual properties. In many cases, existing development regulations will result in the preservation of certain portions of land as part of a larger development proposal. Public access and ownership are determined through the development review process on a case-by-case basis. Connections with the existing bike and pedestrian network are essential.

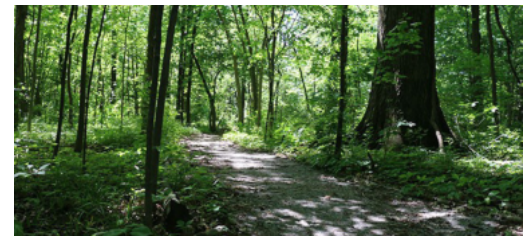
LAND USES

- Greenways and trail systems
- Areas suitable to remain natural, such as forested lands, stream corridors and other environmentally sensitive lands

DEVELOPMENT FEATURES

- Development shall protect and enhance natural environment.
- Connectivity to surrounding neighborhoods via trail system.

EXAMPLES: Cheeney Creek Greenway, Bee Camp Creek Greenway



The above image demonstrates a typical trail development in a natural greenway.



Cheeney Creek greenway trail offers an important passive recreational opportunity while also maintaining an important habitat corridor.

DENSITY/INTENSITY

- Not applicable

Area for Special Study

The areas designated for special study on the future land use map are areas where a more detailed analysis of community needs and development potential should be conducted in order to develop a site-specific concept plan. These areas are shown on the future land use map.

FIVE-YEAR UPDATE

In the original adopted 2016 plan, the Future Land Use map did not include recommendations for these Areas of Special Study. During the five-year update in 2021, these areas were analyzed and studied by the Steering Committee and land use subcommittee. The Future Land Use Map was updated to include land use designations within each of these areas. Future detailed study may still be useful in some locations.

1. State Road 37 Corridor

As the state road is redesigned and construction begins, it will be important for the city to have a vision in place for the future land use and character of development along the corridor. A plan for the area should be developed to define the vision for new development along the corridor.

2. 126th Street Corridor

The mostly undeveloped land south of 126th Street between State Road 37 and Interstate 69 is an important area for future growth. A small area plan should be developed to determine what mix of employment or commercial uses are most appropriate here and determine the desired development pattern.

3. Northeast Corner of 116th Street and Interstate 69

The land just north of 116th Street and east of Interstate 69 is a prime location for development. Further study should be conducted to determine the most appropriate uses.

4. Lantern Road Corridor between 116th Street and Fishers Point Boulevard

There has been considerable development and investment along the Lantern Road corridor in the Nickel Plate District, as well as considerable development along Lantern Road south of Fishers Point Boulevard. A plan should be developed to determine the future of the area along Lantern Road between 116th Street and Fishers Point Boulevard. This area offers potential for future redevelopment that could better connect the Nickel Plate District to residential and commercial districts to the south.

5. Airport Property

The City of Fishers has been working closely with the Indianapolis Airport Authority to create a plan for the redevelopment of portions of the airport property.

6. Northwest corner of Allisonville Road and 96th Street

The undeveloped land at the northwest corner of Allisonville Road and 96th Street has significant potential to become an important gateway to the Fishers community. A plan should be developed that maximizes its potential as a gateway and amenity for the community.

7. Northeast corner of 116th Street and Hoosier Road

The undeveloped land at the northeast corner of 116th Street and Hoosier Road is unique in that it is in the center of the Fishers community. A plan should be developed that sets a vision in place for the best mix of uses on this land. A large park feature should be integrated into the plan, with a mix of uses, including retail, office and residential. Careful consideration should be given to linking the development to nearby parks and pedestrian amenities in order to create a unique sense of place.

8. Northeast corner of 131st Street and Brooks School Road

The existing residential development at the northeast corner of 131st Street and Brooks School Road should be studied for future redevelopment potential. Due to the proximity to the growing Saxony development, medical campuses and growing employment and retail area, the land could be prime for redevelopment in the future to incorporate an attached residential product.

9. 136th Street Corridor between Olio Road and Atlantic Road

The largely undeveloped land north of I36th Street and Interstate 69, between Olio Road and Atlantic Road is prime for future employment and commercial development. A plan should be developed for this area to further outline the character and design of future growth in this area.

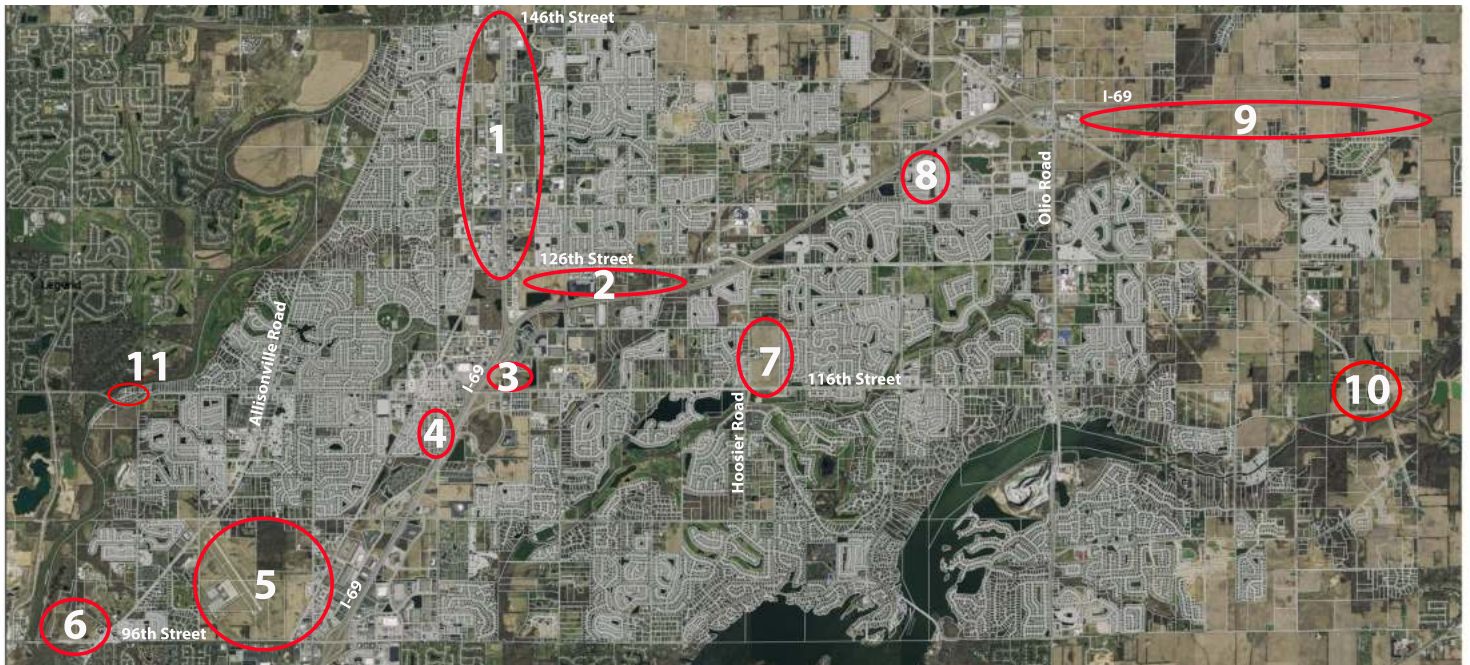
10. Area of land between Southeastern Parkway and Atlantic Road

A key goal during the development of the future land use map for the Fishers 2040 Plan was to develop key mixed-use nodes throughout the city that would provide amenities and services to surrounding neighborhoods. Several mixed-use nodes were identified in the eastern and central portions of the city, where growth has already occurred. As growth continues in the eastern portion of the city, amenities and services for the residences will be critical to prevent strain on transportation infrastructure and increase quality of life for residents. The area of undeveloped land near Southeastern Parkway and Atlantic Road was marked as a potential small neighborhood-scale mixed use node to serve the many homes in this area. A plan should be developed that further studies the viability of a mixed use node in this location in the future.

11. 116th Street and White River

The area near the White River at 116th Street is an important gateway into the Fishers community. This area is currently residential development, with portions in the floodplain. Thinking to 2040, there may be opportunity to redevelop this area and provide a unique development that offers a gateway to the community, while also provide better access to the White River.

AREAS FOR SPECIAL STUDY



3

HOUSING & NEIGHBORHOODS

The Housing and Neighborhoods chapter examines the need for a diverse housing stock which will serve all ages and abilities within the community. It explores future opportunities to maintain and enhance the City's neighborhoods and promote responsible stewardship. Aging infrastructure, shifting demographics and future redevelopment will require the City to adapt its policy framework to changing demands.

INTRODUCTION

The foundation for this chapter was created by the Housing and Neighborhoods Task Force in 2015. That group consisted of nine members from a variety of backgrounds including a high school student, an architect, realtors, an investment executive, a commercial developer, a residential developer and an advocate for housing for all. The members were assigned the task of providing policy recommendations to the Fishers 2040 Steering Committee.

Organization

The housing and neighborhoods chapter draws on the Demand Forecasting and Fiscal Sustainability Analysis completed by Policy Analytics in July, 2014; the Home Buyer and Seller Generational Trends prepared by the National Association of REALTORS in 2014; and, the Community Preference Survey compiled by the Metropolitan Indianapolis Board of REALTORS and the Indianapolis MPO in March, 2013. The highlights of these documents were presented to the task force by staff. This section presents the goals, objectives and action items which were developed by the task force to make Fishers a smart, vibrant and entrepreneurial community.

The Housing and Neighborhoods chapter includes the following components:

Key Findings and Initiatives . Presents the parameters for the recommendations.

Current State of Housing. Provides a snapshot of Fishers housing and neighborhoods currently.

Vision, Goals, Objectives and Actions The task forces synthesis and recommendations for action.



FIVE-YEAR UPDATE

A Housing Subcommittee was convened as part of the five-year update process in 2021 to provide direction for refinements to this chapter including new action items and priority recommendations.

Key Findings and Initiatives

The key findings and initiatives reflect the essential elements needed to design and sustain the innovative housing and enduring neighborhoods.

Connect the Community. Encourage connectivity from neighborhoods to key destinations and between residential neighborhoods.

Promote Sustainability. Promote the use of sustainable practices in new development, redevelopment and the maintenance of property.

Create Sense of Place. Revise the UDO to reflect the changes cited in each policy area to promote creativity, innovation and a strong sense of place.

Enhance PUD Process. Incentivize similar changes to existing PUDs.

Revise PUD Longevity. Add a sunset provision to PUDs moving forward for all developments, so that if the development does not occur within three years, the PUD sunsets and the land returns to its previous zone.

Create Architectural Review Committee. Revise the approval process by adding an Architectural Review Committee to encourage and incentivize creativity in neighborhood design and architectural style.

Offer Architectural Options. Offer a broader menu of options for developers to meet the City's residential architecture standards to invite creativity and innovation.

Incentivize Innovation. Recognize and celebrate innovation with incentive programs, through social media coverage and the presentation of awards.

Revise Open Space Standards. Provide a broader spectrum of options for developers to meet the open space standards including a payment-in-lieu option; incentives to provide less overall open space if the space provided is activated and designing parks that provide multiple functions year round.

Allow for Mixed Use. Establish standards which accommodate mixed use developments.

Promote Reinvestment. Create standards that enable and encourage infill and redevelopment and upgrade infrastructure to current standards as it is repaired or replaced.

Process

In order to develop the recommendations, the members of the 2015 Housing and Neighborhoods Task Force consulted with staff in various City departments including public works, community development, parks and recreation, permits and inspections and engineering. The task force members also met with various consultants such as Policy Analytics, developers, custom builders and production builders. This input was enriched by the discussions of the task force members themselves at the four meetings held during development.



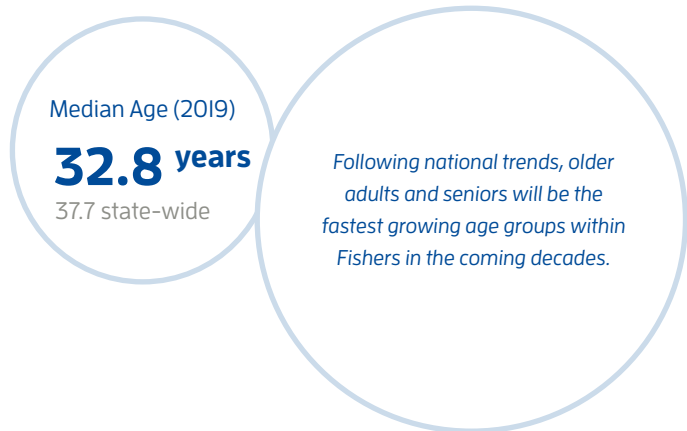
CURRENT STATE OF HOUSING

This section presents an summary of existing conditions, trends, issues and opportunities for housing and neighborhoods. As residents continue to move to Fishers, and the population continues to grow, careful planning to meet a variety of housing needs is critical. In addition, as existing neighborhoods mature, the city must continue to proactively work with residents and neighborhoods to enhance neighborhood vibrancy and character.

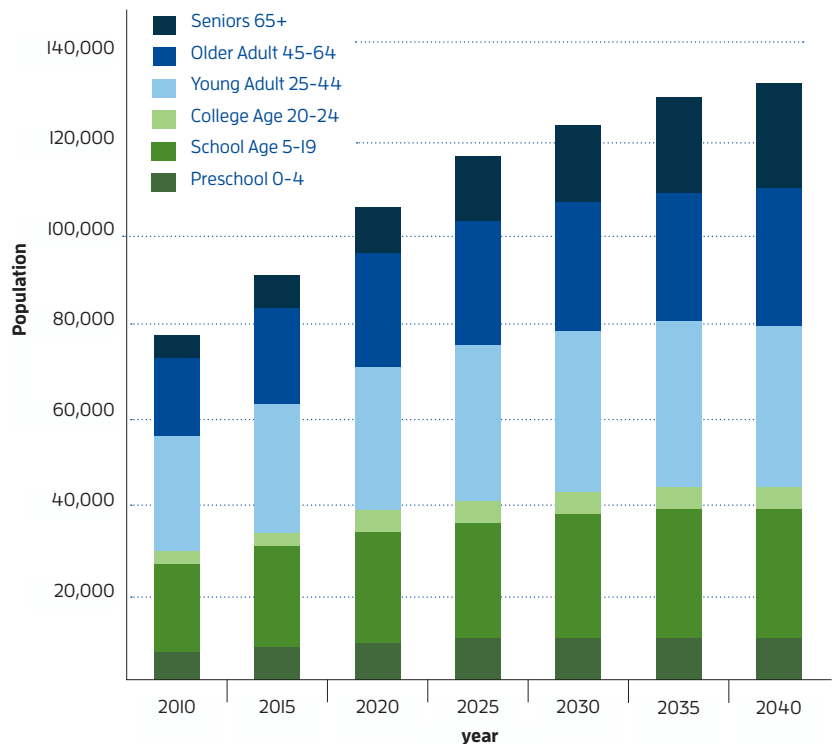
Population by Age

Based on the 2019 American Community Survey, the median age of Fishers' residents is 32.8 years of age. This is younger than the state-wide median age of 37.7 years.

The population forecast by age indicates that Fishers will experience a growth in the proportion of adults over age 65, reflecting national trends. In 2015, this group represented approximately 7.5 percent of the total population. By 2040, the percentage of adults over 65 years of age is forecast to be 17.8 percent of Fishers' population. The aging population has significant implications for housing needs, urban form, infrastructure design and age-in-place initiatives.

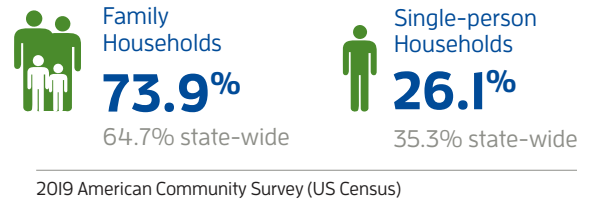


POPULATION FORECAST BY AGE

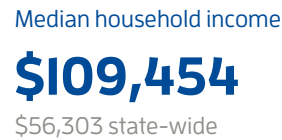
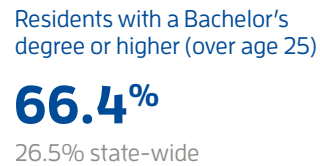


Household Structure

According to the American Community Survey, in 2019, 73.9 percent of households in Fishers reported being a family, which is higher than the state-wide average of 64.7 percent. Also, 26.1 percent of households live alone. The proportion of single-person households mirrors the national trend, as more seniors and millennials live alone. It is anticipated that the variety of housing available in Fishers will continue to evolve, as millennial and baby-boomer generations look for homes that meet their needs.



Education, Median Household Income and Homeownership



2019 US Census QuickFacts



As demographics change, community preferences about the types of places where people live and work will likely shift. For instance, demand for quality, low-maintenance living options in walkable settings is expected to remain strong.



Housing units built after the year 2000

44%

14% state-wide

Median value of owner-occupied housing

\$264,200

\$141,700 state-wide



Housing Stock

The bulk of the housing stock in Fishers has been built in the past two decades and is in relatively good condition. Reinvestment in renovations and home improvements keep these properties in good repair. Initiatives such as Keep Fishers Beautiful also help with property maintenance. This annual drive is hosted by the city to help residents who are in need of assistance to keep their properties in good repair.

Vacant homes or homes which are not being kept up to municipal standards can be dealt with through enforcement of the Property Maintenance Ordinance. The ordinance was approved in 2014 and provides a mechanism for the City to act, when needed. Fishers does not actively seek out these cases but does respond to complaints by neighbors or by Home Ownership Associations.

Between 2015-2019 the median value of owner occupied housing units was \$264,200 compared to the Indiana median of \$141,700. The median value of homes in Fishers is much higher than the state median. The relatively young housing stock in much of Fishers may partially explain this disparity. Forty-four percent of Fishers' housing stock was built after 2000. By comparison, only 13.6 percent of the housing stock in the state overall was built after 2000.

PLAN SUMMARY

Fishers housing and neighborhoods are designed to create enduring places which offer a range of housing choices and sustain well maintained neighborhoods that retain property values over time.

Purpose

The following goals , objectives and action items were developed by the task force to address the questions assigned to them. The task force presents five goals. They cover key themes of connectivity, creativity, diversity, sustainability, redevelopment, innovation and stewardship.




Goals

- 1. CONNECTED**- To create vibrant neighborhoods that are well connected to key destinations.
- 2. INNOVATIVE** - To encourage, enable and sustain purposeful, innovative open spaces in residential neighborhoods and mixed use developments.
- 3. RESILIENT** - To promote a resilient community through the development of enduring housing, neighborhoods and residential open spaces.
- 4. ACCESSIBLE** - To create a community that is financially, socially and physically accessible.
- 5. SUSTAINABLE** - To create enduring sustainable neighborhoods.

GOALS, OBJECTIVES AND ACTIONS

FIVE-YEAR UPDATE All actions were assessed and updated in 2021. The status of each action is noted with an icon.



-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance



Complete



New (Actions added during the 2021 update)



Maintenance (currently occurring on a repeating basis)

Goal I: Connected

To create vibrant neighborhoods that are well-connected to key destinations.



Objective 1.1 To achieve and integrate neighborhoods connectivity, removing barriers and upgrading existing connections.

Status (as of June 2021)

1.1.1. Integrate housing with safe and convenient access to key destinations such as employment nodes, schools and parks for pedestrians, cyclists and motorists. Ensure that homes located in mixed-use environments properly integrate design features that promote walkability and decreased dependence on automobiles.



1.1.2. Require the developer to provide the complete network of sidewalks required by the UDO or PUD, to be installed no later than two years after construction started.



1.1.3. Implement the infrastructure priorities of the Bicycle and Pedestrian Plan and the Transportation Plan to ensure connectivity is a priority in all new developments, redevelopment projects and when upgrades are completed in existing developments.



1.1.4. Revise the standards in the UDO to ensure neighborhoods and mixed use developments are required to provide connections to the surrounding residential neighborhoods.



Goal 2: Innovative

To encourage, create, and sustain innovative housing options, neighborhoods, and mixed use developments.



Objective 2.1 To offer a broader range of residential open space options to encourage innovative, purposeful functionality.

Status (as of June 2021)

<p>2.1.1. Ensure open spaces are designed to fulfil purposeful functions within the context of the specific neighborhood, the community and the region.</p>	
<p>2.1.2. Require purposeful elements such as storm water management, tree preservation, recreational amenities, art installations, gardens, native plantings and/or linear trails.</p>	
<p>2.1.3. Introduce a design award program to recognize, celebrate, and incentivize innovation in the design and/or redesign of housing and neighborhoods. Utilize city media channels to recognize innovation and promote civic pride.</p>	<p>Rephrased to combine several related actions</p>
<p>2.1.4. Provide an option to lower the overall percentage of open space required in a specific development if it is activated with multiple elements such as public art, recreational amenities, environmental best practices and facilities which promote social interaction for all ages and abilities.</p>	
<p>2.1.5. Assess whether it would be appropriate for select commercial developments to contribute to the City's open space network.</p>	
<p>2.1.6. Require developers to identify the functions the open space will fulfill and how the design achieves each function. City staff will work with the developer to ensure these functions are met.</p>	
<p>2.1.7. Update the existing UDO standards to offer a broader range of options for how the City's residential open space requirements may be met.</p>	
<p>2.1.8. Add a payment-in-lieu option when the City determines there is ample open space in close proximity to the new development.</p>	
<p>2.1.9. Celebrate innovative residential open spaces in the City's social media publications to incentivize creativity.</p>	<p>Combined with 2.1.3</p>
<p>2.1.10. Revise the UDO to encourage landmark local building materials and the integration of art within new developments.</p>	

Objective 2.2 (new) Be a leader in identifying and addressing housing needs.

<p>2.2.1. Form a housing task force that analyzes housing needs in the City of Fishers and broader housing trends, and makes recommendations to address needs and opportunities.</p>	
<p>2.2.2. Evaluate current method of plan review and explore how to improve the system to encourage innovative housing and neighborhood design.</p>	

Goal 3: Resilient

To promote a resilient community through the development of enduring housing, neighborhoods and residential open spaces.



Objective 3.1 To promote vibrant neighborhoods by enabling strategic reinvestments in infrastructure, educating the public about responsible stewardship, incentivizing property maintenance and nurturing civic pride.

Status (as of June 2021)

3.1.1. Upgrade infrastructure in older neighborhoods to current standards when infrastructure is repaired or replaced as outlined in the City's capital improvement plan and, as immediate needs arise.	
3.1.2. Revise the standards in the UDO to ensure the use of quality building materials and construction practices.	
3.1.3. Assess existing housing stock and neighborhood infrastructure in older residential areas to determine priorities for municipal investment in repair, upgrade and/or replacement of aging infrastructure.	
3.1.4. Conduct outreach with residents and Home Owners Associations to inform and encourage maintenance of detention ponds, trails and both green and gray infrastructure.	
3.1.5. Incentivize civic pride through awards and City recognition.	Combined with 2.1.3
3.1.6. Research the creation of a revitalization incentive or credit that can be provided to homeowners reinvesting in their homes, neighborhoods and in our community.	
3.1.7. Establish a committee to focus on the architecture standards of new construction homes and make recommendations for a revised residential standards to achieve high quality, long-lasting building.	
3.1.8. Establish a committee to focus on commercial construction and redevelopment standards for our community and make recommendations on how to employ these standards through economic development, incentives and/or zoning changes. Work with developers and home builders to construct "right-sized" homes at attainable prices, both for-sale and for-rent.	
3.1.10. Work with HOA's, homeowners, and landlords to identify needs in existing neighborhoods and create programming or resources for maintenance and revitalization of neighborhoods.	
3.1.11. Form a rental and landlord registry to help monitor property conditions to make sure that rental properties are being properly maintained.	
3.1.12. Maintain a real-time inventory of rental homes along with key property information (such as name of the owner, current mailing address, history of violations, etc.).	

Objective 3.1 Continued

Status (as of June 2021)

3.1.13. Evaluate the feasibility of instituting an incentive to de-convert single-family rentals into homeownership (e.g., a tax abatement for older homes requiring a minimum monetary threshold in repairs that may be jointly marketed and administered with a grant program for home repairs for owner occupied homes, incentives for home purchase cost for public safety employees, teachers, and veterans).



Goal 4: Accessible

To create housing and neighborhoods that are financially, socially and physically accessible to the community.



Objective 4.1 To promote vibrant neighborhoods by enabling development, redevelopment and infill projects that sustain and enrich them.

Status (as of June 2021)

4.1.1. Integrate a variety of housing including affordable, senior living, apartments and single-family housing into redevelopment and infill development sites to enrich the diversity of housing choices in walkable, amenity-rich neighborhoods with design features that are suitable for senior living (such as one-level living, common or no-maintenance arrangement, walking distance to shops/services/outdoor recreational facilities).



4.1.2. Review the standards in the UDO to ensure they encourage a diversity of redevelopment, mixed use development and infill. Consider appropriate targeted revisions.



4.1.3. Integrate universal design principles into development, whenever possible, and encourage options for aging in place, such as wide doorways, no step entryways and single story living. Work with social service providers and housing development organizations to provide homes for senior and low-to-moderate income households with disabilities and special needs.



4.1.4. Create well connected neighborhoods with links to adjacent neighborhoods, parks, employment nodes, schools and other key destinations.



4.1.5. Institute sensible building and zoning regulations for accessory dwelling units for households interested in intergenerational living arrangements.



GOAL 5: Sustainable

To create enduring sustainable neighborhoods.

Objective 5.1 To encourage neighborhoods that are physically, economically and environmentally sustainable that will endure for future generations.



Status (as of June 2021)

<p>5.1.1. Review the standards in the UDO and in other City ordinances to ensure lasting, sustainable building materials are required. Identify and revise any standards that don't meet this goal.</p>	<p>✓</p>
<p>5.1.2. Explore incentives to encourage timely property maintenance.</p>	<p>☰</p>
<p>5.1.3. Revise the UDO to encourage the use of low impact development (LID) practices in the design, construction and maintenance of residential neighborhoods, redevelopment sites and in mixed use areas.</p>	<p>☰</p>
<p>5.1.4. Celebrate entrepreneurial developers and builders who introduce innovation in Fishers' housing sector and in the City's neighborhoods.</p>	<p>Combined with 2.1.3</p>
<p>5.1.5. Develop a set of best practices the City should pursue to conserve and protect Fishers' natural systems.</p>	<p>☰</p>
<p>5.1.6. Monitor emerging trends in energy technologies to assess whether new products or practices could help to optimize resource management in Fishers.</p>	<p>⦿</p>
<p>5.1.7. Revise UDO to encourage connectivity of natural areas and open space and recreational amenities to neighborhoods.</p>	<p>✓</p>
<p>5.1.8 Revise the UDO to promote green building practices to maximize energy efficiency, waste reduction, pollution prevention and occupant health.</p>	<p>✓</p>



4

TRANSPORTATION

The transportation element examines the future transportation needs for both vehicles and people of all ages and abilities within the Fishers planning area. It anticipates and plans for transportation infrastructure that will sustain and enhance Fishers' economic sustainability and resilience for the long-term.

INTRODUCTION

The transportation section examines the future transportation needs for both vehicles and people of all ages and abilities within the Fishers planning area. It anticipates and plans for transportation infrastructure that will sustain and enhance Fishers' economic sustainability and resilience for the long-term.

Organization

The transportation section of the comprehensive plan includes the Thoroughfare Plan and the Bicycle and Pedestrian Master Plan, which are adopted with this comprehensive plan by reference. The document is the result of several months of public outreach, planning, research and analysis. This work was conducted by both City staff and consultants to ensure accuracy and detail.

The Thoroughfare Plan establishes the right-of-way needs for each roadway based on its function in the overall transportation system. This Thoroughfare Plan is further enhanced by the bicycle and pedestrian network map, which identifies where bicycle and pedestrian infrastructure will be installed to create a truly multi-modal transportation system. To take the plan to additional detail, corridor plans were added to illustrate the capacity needs of key roadways throughout the City.

The Thoroughfare Plan, corridor plans and Bicycle and Pedestrian Master Plan may be altered on a case-by-case basis at the direction of the Board of Public Works.

The comprehensive plan focuses on six main sections from the Transportation and the Bicycle and Pedestrian Master plans.

- Goals, Objectives and Actions
- Thoroughfare Plan
- Bicycle and Pedestrian Network
- Corridor Plans
- Design Standards
- Shared Transportation

For the comprehensive plan, six sections of the two documents have been included as a summary. Should any conflict occur between the stand-alone plans and this document, the stand-alone plans shall take precedence.

Purpose

Population projections completed in 2014 show that Fishers will grow to over 131,000 people by 2040 from just over 87,000 at the time of the report. There will be a need for continued investment in the transportation network in Fishers to maintain a high level of service for the City's residents.

The Thoroughfare Plan examines the future transportation needs of people of all ages and abilities within Fishers' planning area. The Plan includes incorporated and unincorporated areas of Fall Creek Township and Delaware Township.

The Plan anticipates, and plans for, transportation infrastructure that sustains and enhances Fishers' economic sustainability and livability.

The standards and analysis presented in this plan represent a comprehensive review of the previous Transportation Plan as well as a detailed analysis of Fishers' future population and transportation needs.

Key Findings and Initiatives

The transportation section and the Bicycle and Pedestrian Master Plan both contain several goals, objectives and action steps that form the foundation of the community's needs. Through these goals, community outreach and discussion by the Transportation Task Force, the following themes were identified to shape the overall form of transportation planning in Fishers.

Continued Maintenance. As Fishers ages, the existing streets, trails, paths and sidewalks will all incur increased maintenance costs.

Increased Capacity. The eastern portion of the community will require capacity and safety improvements as development occurs.

Pedestrian Primary Arterials. Just as arterial roadways provide the key east/west and north/south connectivity for vehicles, establishing primary corridors for bicycles and pedestrians is also an important part of the road network.

Balance Transportation Needs. A multi-modal approach must be used in developing roadways to include bike and pedestrian facilities alongside the vehicle corridors. To further balance the transportation network, the land uses should also be distributed to alleviate unnecessary cross-community travel.

Reinvestment in Small Areas. Fishers should focus on key areas to create a sense of place, encourage reinvestment, redevelopment and foster pedestrian and vehicular safety.

Integration with Land Use. The needs of the transportation network are inherently linked with the development of the surrounding land.

Public Transportation. Establishing a public transportation system is a priority of the Indianapolis MPO and CIRT. Establishing this service will require a public referendum. Should a referendum pass, Fishers will receive services as outlined by the MPO and CIRT plan.



Plan Process

The foundation for this chapter of the plan was developed in 2015 through a collaborative process involving input from a variety of perspectives. The project team included staff from Fishers' departments of community development, engineering and public works. These groups regularly exchanged information with the Steering Committee, which was comprised of staff from Fishers' departments of administration, community development, engineering, fire, information technology, parks and recreation, police, public relations and public works, as well as a representative of the Indianapolis Metropolitan Planning Organization (MPO). The project team updated the City Council and the Advisory Plan Commission at key junctures of the process. Development of the transportation section occurred in three phases.

Phase I – Inventory

During the inventory phase, staff surveyed and examined infrastructure to assess opportunities and challenges. Public participation provided insights into how residents viewed the existing transportation network and what they believe is important moving forward.

Phase II – Analysis

The analysis phase identified key transportation issues to be addressed in the transportation section and recommended actions to tackle the challenges for the short-, mid- and long-term.

Phase III – Policies and Design Standards

Design standards and policies were developed for the broad cross section of transportation needs within the community. This also connects Fishers' plans to the greater region and ensures critical transportation links with other communities.

Public Outreach

The planning process included substantial public outreach efforts, which are further detailed in the appendix. The plans both distributed surveys, raised awareness of the effort by attending other public meetings and City events and reached out to stakeholder groups. Highlights of the outreach efforts include:

- Public Survey (700 Responses)
- Bicycle & Pedestrian Advocacy Committee
- Steering Committee
- Hamilton Southeastern Schools
- Community Forums (March & May 2014)
- Wikimap Survey (113 Responses)



FIVE-YEAR UPDATE

The Thoroughfare Plan and Bicycle and Pedestrian Master Plan were updated in 2019. A Transportation Subcommittee was convened in 2021 as part of the five-year update process to provide direction for refinements to this chapter.

CURRENT STATE OF TRANSPORTATION

Transportation initiatives and infrastructure play a vital role in local and regional mobility, the conveyance of goods and services, public safety and land use patterns within the City of Fishers and Central Indiana. The City of Fishers employs a multi-modal approach to transportation planning and project implementation.

Long-Range Plans

The City has adopted several plans and is currently developing additional plans to guide the development of the overall transportation system. Each plan is updated periodically to reflect evolving transportation needs, public input and national best practices.

Transportation Plan. On Sept. 12, 2005, Fishers adopted its Transportation Plan for the purpose of implementing the transportation network and guiding development. Key elements of the plan are incorporated into this document. The multi-modal plan will include goals and objectives, design standards, a thoroughfare plan, public transportation initiatives, implementation plan and bicycle and pedestrian infrastructure standards.

Thoroughfare Plan. One of the objectives of the Transportation Plan is to classify roads and streets into a functional, hierarchical system based on the number of lanes, the amount of traffic and highway function in terms of moving traffic or providing access. The City of Fishers Thoroughfare Plan is presented in this comprehensive plan. The Thoroughfare Plan includes the classifications of interstate, primary arterials, secondary arterials, collectors and local streets.

Corridor Studies. Appendix C contains Corridor Plans that were developed to illustrate what key corridors could look like at build out. These plans include right-of-way widths, cross-section designs and streetscape standards. The plans are a synthesis of the Thoroughfare Plan and the Bicycle and Pedestrian Master Plan.

Bicycle and Pedestrian Master Plan. Fishers has developed a bicycle and pedestrian master plan to increase safety and mobility of residents who bike and walk within the community. The City of Fishers Bicycle and Pedestrian Master Plan connects key destinations with bicycle and pedestrian infrastructure, identifies goals and objectives, prioritizes projects via capital improvement plan and provides an overall implementation action matrix. The plan is a section of the Transportation Plan but also acts as a stand-alone document.



Roadway Design Standards

To allow the transportation network to be built according to the functional classification in an efficient and economical way, specific design standards are utilized. The design standards accommodate needed infrastructure like sanitary sewer, water and other utilities that can be built without the need for acquiring additional land. The standards also anticipate future expansions needed to keep up with future demand. The design standards for road and street design are identified in the construction specifications and the standard construction details documents found on the City's website.

Right-of-Way and Corridor Preservation

An integral part of the Transportation Plan is corridor preservation and right-of-way protection. Corridor preservation lowers the cost of land acquisition by preventing the need to purchase developed land and reduces the physical cost of development by preventing structures from being built on land that could be needed for transportation system improvements. Corridor preservation also reduces the social cost of development by reducing or preventing the need to relocate families or businesses. Right-of-way is based on functional classification of the street.



Roundabout Initiative

The City of Fishers has implemented roundabouts for various intersections where determined appropriate. Additional roundabouts are planned in the coming years and other intersections are being analyzed for potential reconstruction. Roundabouts eliminate the need for signalization while promoting a continual flow of traffic. Due to the relatively recent roundabout initiative within Fishers, the City has developed an online brochure to provide information and help the public safely maneuver the roundabout design.

Roadway Maintenance

The City of Fishers is responsible for maintaining most of the roads and streets within the City's incorporated limits, however some roads are maintained by the Indiana Department of Transportation (INDOT), such as Interstate 69 and State Road 37. When new commercial or residential development occurs, it is the developer's responsibility to build the streets needed to serve the development per the City's design standards.

Public Transportation

Currently, the City of Fishers is not served by public transportation. An Express Bus service between Fishers and downtown Indianapolis provided by the Central Indiana Regional Transportation Authority (CIRTA) ceased operation in May 2015. A train station is located along Municipal Drive in Fishers' Nickel Plate District and serves the seasonal Indiana Transportation Museum Fair Train that departs for a round-trip journey from Fishers to the depot at the Indiana State Fairgrounds. The City is an active member in the Hamilton County Transit Forum which is developing transit alignments, funding mechanisms and conducting outreach efforts to prepare for future transit discussions and elections. Transit facilities, including bus routes and rapid transit lines, are also identified within Fishers in the Indianapolis MPO Indy Connect Transit Plan. The City will remain an active participant in all public transit discussions.

The City of Fishers is currently working independently and with surrounding communities and community partners to ensure residents have diverse transportation options. Fishers 2040 identifies priority projects as we plan for the future infrastructure within our community.

Freight Movement

Central Indiana is one of the premier freight and logistics regions in the United States. The Indianapolis MPO region includes 231 miles of primary truck freight routes, 240 miles of rail corridor and the sixth largest air freight hub in the United States. Though Fishers is not a freight center, the City must remain aware of the importance of freight movement due to its location on I-69 and State Road 37.

Airports

The Indianapolis Metropolitan Airport is located within Fishers, north of 96th Street between Allisonville Road and Interstate 69. The facility is considered a relief airport for the Indianapolis International Airport. Operated by the Indianapolis Airport Authority, the airport has one runway approximately 3,800 feet long and 120 hangers for 234,000 square feet of storage. The Indianapolis International Airport is located approximately 35 miles southwest of Fishers along Interstate 70.

PLAN SUMMARY

Fishers' transportation network was evaluated through the efforts of multiple task force groups, City staff and community outreach.

Purpose

The Thoroughfare Plan establishes design and engineering standards to create a safe, balanced and efficient travel system for the City of Fishers. This network balances the needs of all users of all abilities. The plan achieves this by establishing a series of goals to guide the plan. The final result of the plan is the thoroughfare plan map, which is supplemented by the bicycle and pedestrian master plan map.

Goals







- 1.** ACCOUNTABLE - Monitor and evaluate the implementation of this plan by providing regular progress reports to the City's elected officials and by implementing an updated thoroughfare plan every five years.
- 2.** CONNECTED - Improve connectivity between key destinations, such as parks, neighborhoods, retail areas, civic centers, employment centers and neighboring communities.
- 3.** SAFE - Achieve a safe, efficient and convenient transportation network in Fishers.
- 4.** ACCESSIBLE - Ensure the needs of all users, including drivers, pedestrians, cyclists, transit users and those with limited mobility are considered when improvements and additions are made to the transportation network.
- 5.** INTEGRATED - Achieve a better relationship between land uses to reduce automobile dependency through coordination with planning and development activities.
- 6.** ECONOMICALLY VIABLE - Support economic vitality through strategic transportation investments.
- 7.** FINANCIALLY RESPONSIBLE - Promote fiscally sound transportation investments and maximize financial resources.
- 8.** WELL-MAINTAINED - Maintain the quality of the transportation infrastructure to ensure safe operation and the long-term viability of these assets.
- 9.** SUSTAINABLE - Promote the use of non-vehicular travel methods and new mobility technology.
- 10.** EFFICIENT - Continue to mitigate congestion throughout the City.



GOALS, OBJECTIVES AND ACTIONS

The transportation section organizes policies into a hierarchy of goals, objectives and action items, which all work together to support the vision. The plan will provide comprehensive, strategic priorities for Fishers' transportation network, which include short-, mid- and long-term priorities and funding strategies.

FIVE-YEAR UPDATE All actions were assessed and updated in 2021. The status of each action is noted with an icon.

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance
-  Complete
-  New (Actions added during the 2021 update)
-  Maintenance (currently occurring on a repeating basis)





Goal I: Accountable

Monitor and evaluate the implementation of this plan by providing regular progress reports to the City's elected officials and implement an updated thoroughfare plan every five years.




Objective 1.1 Monitor progress of the plan.



Status (as of June 2021)

1.1.1. Provide periodic project status updates for the capital improvement plan to the City Council Finance Committee and update the Thoroughfare Plan at least every five years.	
1.1.2. Identify progress of the plan in the yearly statistical analysis of development.	
1.1.3. Create clear time frames for completion of all actions.	
1.1.4. Provide specific, measurable benchmarks for accomplishing tasks and actions stated in this plan.	

Objective 1.2 Regularly update the plan.

1.2.1. Community development and engineering departments to review and document completed projects and review upcoming projects (for tracking of progress).	
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Objective 1.3 Update the public on current roadway projects.

1.3.1. Publicize the availability of Drive Fishers alerts.	
1.3.2. Discuss infrastructure projects in a monthly magazine.	

Goal 2: Connected

Improve connectivity between key destinations, such as parks, neighborhoods, retail areas, civic centers, employment centers and neighboring communities.



Objective 2.1 Increase connectivity in residential neighborhoods and commercial developments through the use of a more grid-like street network.

Status (as of June 2021)

2.1.1. Amend the UDO to limit the amount of cul-de-sacs in new development and require road connections to surrounding parcels and neighborhoods wherever possible.	✓
2.1.2. Amend the UDO to reduce allowable length of cul-de-sacs.	✓
2.1.3. Amend the UDO to require commercial developments to provide connections to adjacent properties. This will result in better parcel cross-connectivity to reduce the number of trips on major arterial roads.	✓



Objective 2.2 Increase pedestrian connections between neighborhoods and from neighborhoods to adjacent land uses.

2.2.1. Utilize greenways along creeks and other waterways to provide pedestrian and bicycle connections.	↻
2.2.2. Explore topic of Safe Routes with schools and viability of working toward grant funding for infrastructure and non-infrastructure improvements to increase walkability within neighborhoods surrounding schools.	☰
2.2.3. Amend UDO to require pedestrian connections between subdivisions during planning process and to adjacent uses wherever appropriate.	✓
2.2.4. Construct bicycle and pedestrian infrastructure that connects to surrounding communities and civic centers.	↻
2.2.5. Design trails and sidewalks to allow space for pedestrians and cyclists to pass one another.	✓
2.2.6. Study the I-69 and E 116th Street INDOT interchange to see how robust pedestrian amenities can be added or modified, connecting the Nickel Plate District on the west to Fishers District on the east.	☰
2.2.7. Study and prioritize pedestrian connectivity on the east side of I-69 from 96th Street to E 121st and from I-69 to Cumberland.	☰

Objective 2.3 Promote safety and awareness when creating connections.

2.3.1. Require roadway designs that reduce the speed of through traffic.	✓
2.3.2. Require new stub streets to have signage to notify adjacent homeowners a future roadway will connect.	✓

Objective 2.4 (new) Promote connections across the White River

2.4.1. Study an additional vehicular connection across the White River at key locations with adjoining municipal and county stakeholders.	
2.4.2. Study pedestrian connectivity across the White River at key locations with adjoining municipal and county stakeholders.	











Goal 3: Safe

Achieve a safe, efficient and convenient transportation network.







Objective 3.1 Provide safe crossings for all pedestrians, bicyclists and vehicles.

Status (as of June 2021)

3.1.1. Replace stop sign controlled railroad crossings with gates and lights.	
3.1.2. Expand and implement the Americans with Disabilities Act (ADA) Transition Plan.	
3.1.3. Continue to study areas where the City's roadway network could be improved.	
3.1.4. Address bike and pedestrian facilities when reviewing roadway designs.	
3.1.5. Secure funding for maintenance of existing bicycle and pedestrian facilities and bring existing facilities up to the latest design standards where necessary.	
3.1.6. Annually review police department crash data to determine areas which may need additional safety improvements.	
3.1.7. Regularly repaint pedestrian crossing markings.	
3.1.8. Investigate using raised crossings, pedestrian curb extensions and other traffic calming and pedestrian safety devices where high pedestrian travel is expected.	
3.1.9. Ensure that all intersections are properly lit.	
3.1.10. Study the I-69 corridor specifically from Exit 205 (E 116th Street) to Exit 210 (Southeastern Parkway) as it relates to pedestrian connectivity over I-69.	

Objective 3.2 Provide safe road network for automobile users.

3.2.1. When expansion projects are completed, widen lanes to modern widths to improve safety.	
3.2.2. Widen roadways with substandard lane widths.	
3.2.3. Inventory locations where sight distances may be impaired.	
3.2.4. Study the I-69 corridor specifically from Exit 205 (E 116th Street) to Exit 210 (Southeastern Parkway) as it related to vehicular connectivity both existing and proposed interchanges.	

Objective 3.3 Educate citizens about proper use of sidewalks, shared-use paths and bike lanes.

3.3.1. Create materials and signage to alert drivers that they must share the roadway with bicyclists.	
3.3.2. Create materials to educate motorists on new intersection and roadway designs, as needed.	
3.3.3. Raise awareness to the bicycling community of the bicyclists' responsibilities as a roadway user.	
3.3.4. Create materials to alert residents how it is appropriate and lawful to use shared-use paths, bike lanes and sidewalks.	
3.3.5. Create route maps to show the overall transportation network for bicycles, pedestrians and automobiles.	
3.3.5A. Annually update the bicycle and pedestrian map and promote the interactive map.	

Objective 3.4 ~~Improve safety through better education of all intersection types, including median U-turn, roundabout and conventional.~~

Determined as not needed.

3.4.1. Post videos and brochures on the City website to show how to properly use all intersection types.
3.4.2. Develop charts to demonstrate the capacity and safety advantages of different intersection types to post to the City website.
3.4.3. Place links on the City website for the Indiana Driver's Manual and all informational brochures produced by the City.

Goal 4: Accessible

Ensure the needs of all users, including drivers, pedestrians, cyclists, transit users and those with limited mobility are considered when improvements and additions are made to the transportation network.



Objective 4.1 Ensure continued compliance with the Americans with Disabilities Act (ADA) and accessibility standards.





Status (as of June 2021)

4.1.1. Expand ADA Transition Plan.	Duplicate of 3.1.2.
4.1.2. Assign a single point of contact for ADA and Title VI challenges in Fishers.	



Previously mentioned actions

- 3.2.1 Expand and implement the ADA Transition Plan

Objective 4.2 Ensure all new development is being constructed to the latest design standards.

4.2.1. Continue to review all developments and infrastructure projects at the Technical Advisory Committee (TAC) to ensure compliance with accessibility standards.	
4.2.2. Study the feasibility of requiring universal transportation design standards or other emerging design standards within the City.	
4.2.3. Train City employees on the use of modern design standards.	
4.2.4. Consider future transit facilities when upgrading infrastructure.	

Objective 4.3 Ensure development accommodates users of all ages and abilities.

4.2.1. Provide traffic calming where pedestrian travel is encouraged.	
4.2.2. Clearly mark crosswalk locations.	



Goal 5: Integrated

Achieve a better relationship between land uses to reduce automobile dependency through coordination with planning and development activities.








Objective 5.1 Produce updated future land use map that provides mixed-use areas and nodes of walkability throughout the City.

Status (as of June 2021)

5.1.1. Complete comprehensive plan.	
5.1.2. Update the UDO to encourage mixed-use designs and require connected bicycle, pedestrian and automotive networks. These standards must also support future public transit systems.	

Objective 5.2 Ensure all roadway projects provide connectivity for pedestrians and bicyclists, as well as for vehicles.

5.2.1. Integrate planned paths, sidewalks and greenways into road projects.	
5.2.2. Promote roadway connectivity to reduce trips on arterial roadways.	
5.2.3. Continue to review all development and infrastructure projects at TAC to allow all resource agencies and City departments an opportunity for input.	
5.2.4. Provide parking areas for people to use trails.	
5.2.5. Provide parking identification signage for public parking in urban areas.	

Objective 5.3 Provide development nodes that create a well-connected pedestrian, bike and road network with mixed-use development.

5.3.1. Focus on creating key development nodes that provide a high standard of bicycle and pedestrian connectivity, such as in the Nickel Plate District, I06th Street corridor and Saxony District.	☰
5.3.2. Require new development to provide bike and pedestrian facilities during the TAC review.	☑

Objective 5.4 Develop detailed visions for key nodes throughout the city that are prime development or redevelopment opportunities.

5.4.1. Prepare small area plans for the airport property, I16th Street at Allisonville Road, State Road 37 Corridor and Fall Creek Road at Brooks School Road.	☰
5.4.2. Update the master plan for the Nickel Plate District focusing on South Street.	☰
5.4.3. Study road connectivity and land use to create a safe, well-connected road network for the eastern portion of Fishers.	☰

Goal 6: Economically Viable

Support economic vitality through strategic transportation investments.



Objective 6.1 Reinvest in infrastructure where economic development is sought.

Status (as of June 2021)

6.1.1. Determine development nodes where reinvestment is needed and can aid economic development initiatives.	☰
6.1.2. Invest in pilot projects to create momentum for private investment, redevelopment and public-private partnerships.	☰

Objective 6.2 Reduce the City's cost for transportation infrastructure improvements.

6.2.1. Pursue grants to leverage local dollars for larger improvement.	🔄
6.2.2. Update design standards to require roadway and trail infrastructure that is thicker and lasts longer.	☑
6.2.3. Ensure that infrastructure is installed properly.	🔄

Goal 7: Financially Responsible

Promote fiscally sound transportation investments and maximize financial resources.



Objective 7.1 Prioritize installation of new road, bicycle and pedestrian facilities based on need for return on investment.

Status (as of June 2021)

7.1.1. Prioritize filling gaps in the network before upgrading an existing sidewalk or path, when possible.	☰
7.1.1A. Complete trail gap analyst.	☰ ☰
7.1.1B. Prioritize trail gaps.	☰
7.1.1C. Identify funding opportunities to start closing trail gaps.	☰
7.1.2. Ensure that funding is secured for long-term maintenance of roads, paths and sidewalks.	↻

Objective 7.2 Coordinate shared-use path and sidewalk improvements with planned roadway improvements to reduce expenses.

7.2.1. During review of all projects at the TAC, ensure the project aligns with the comprehensive plan and Thoroughfare Plan, including the Bicycle and Pedestrian Master Plan.	↻
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Goal 8: Well-Maintained

Maintain the quality of the transportation infrastructure to ensure safe operation and the long-term viability of these assets.



Objective 8.1 Ensure the transportation network is well-maintained.

Status (as of June 2021)

8.1.1. Continually update the list of capital improvements projects.	↻
8.1.2. Include path and sidewalk maintenance in the capital improvements projects list.	↻
8.1.3. Develop strategies and secure funding for transportation maintenance.	↻
8.1.4. Evaluate the City's design standards to ensure infrastructure built by new development will have a long life span.	☰

Objective 8.2 Develop a plan for widening/improving transportation infrastructure in the eastern part of the community.

8.2.1. Ensure developments are dedicating adequate right-of-way through TAC based on the Thoroughfare Plan.	↻
8.2.2. Require larger development projects to help improve the roadways at the time of construction.	☰

Objective 8.3 Ensure snow removal is done in a manner that allows all users safe use of the comprehensive transportation network.

8.3.1. Update the UDO to discourage the future use of cul-de-sacs in residential development to improve connectivity and reduce city expense when plowing roads.	☰
8.3.2. Recognize which spaces will be lost in a parking lot due to piling snow in the winter through the TAC process.	↻
8.3.3. Design infrastructure to limit damage to snow plows when providing pedestrian crossings and curbs.	↻

Goal 9: Sustainable

Promote the use of non-vehicular travel methods and new mobility technology.



Objective 9.1 Create a connected bicycle lane network.

Status (as of June 2021)

9.1.1. Locate key street corridors to provide bike connectivity with particular attention to creating continuous north-south and east-west routes with on-street and off-street options.	☰
9.1.2. Identify roads that are to be improved/resurfaced for cost-effective opportunities to add bicycle lanes where appropriate.	☰

Objective 9.2 Provide bicycle facilities at destinations.

9.2.1. Continue to provide bicycle parking at City events, such as the concert series and movie nights.	↻
9.2.2. Update bicycle parking requirements in the UDO to encourage active transportation options and better address anticipated demand.	☰




Objective 9.3 Connect existing shared-use paths, greenways and sidewalks to expand usability of network.

9.3.1. Annually update the existing bicycle and pedestrian infrastructure map to accurately track remaining gaps in the existing path and sidewalk network and benchmark progress toward meeting plan goals.	↻ Combined with 3.3.5A.
9.3.2. Prioritize closing the gaps based on plan goals.	Combined with 7.1.I.
9.3.3. Seek additional funding sources to fill in gaps.	⋯
Previously mentioned actions ➤ 7.1.1 Prioritize closing the gaps in the sidewalk network	Combined with 7.1.I.C.




Objective 9.4 Create uniform standards to include bike and pedestrian facilities on each roadway.

9.4.1. Update the Thoroughfare Plan and Bicycle and Pedestrian Plan every five years at a minimum to reflect the current design standards and the needs of the community.	↻
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Objective 9.5 Promote the use of low-impact design standards and new technologies to be at the forefront of the construction industry.

9.5.1. Adopt low-impact (LID) development standards in the UDO.	
9.5.2. Amend the UDO to promote the use of low-impact standards.	Combined with 9.5.1
9.5.3. Provide a cost-benefit analysis to present information to the Fishers community and to the development community regarding cost comparisons of traditional design versus low-impact development alternatives.	
9.5.4. Be a resource for the local development community to inform on new standards and receive input.	

Objective 9.6 (new) Support new mobility technologies.

9.6.1. Create best practices for EV Charging for multi-family and commercial developments.	
9.6.2. Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for a EV charging facility.	
9.6.3. Be a resource for existing multi-family and destination commercial developments (Fishers District, TopGolf, etc.) by facilitating and connecting national EV networkers to existing developments.	


Goal 10: Efficient

Continue to mitigate congestion throughout the City.




Objective 10.1 Optimize the capacity of existing roadways using the most recent technology.



Status (as of June 2021)

10.1.1. Expand on the signal modernization system used on I16th Street and other major corridors where congestion is a primary concern, if necessary.	
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Objective 10.2 Pursue further study to determine the need for roadway projects to increase capacity on corridors operating at a low level of service.

10.2.1. Identify regular bottle necks by gathering data at congested areas in the existing system and prepare plans to mitigate the congestion.	
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Objective 10.3 Increase the connectivity of the roadway network to provide alternative routes for congested areas.

10.3.1. Require development to incorporate stub streets and pedestrian connections.	
10.3.2. Minimize disruptions to traffic during improvement projects.	

THOROUGHFARE PLAN

The Thoroughfare Plan establishes a hierarchy of the overall transportation network to ensure the efficient transport of people, goods and services to their destinations. The thoroughfare plan map identifies how each transportation corridor fits into the overall transportation network by the use of a functional classification.

The Thoroughfare Plan is the mechanism that establishes a roadway's function in the overall transportation network according to the type of travel it accommodates. This classification establishes the amount of right-of-way required along that corridor to preserve adequate space for future roadway improvements.

During development review for projects in Fishers, necessary right-of-way is set aside

to prepare for roadway improvements and pedestrian infrastructure is also installed at that time. When additional right-of-way is needed for a roadway improvement project that has not already been set aside, the City must undergo a right-of-way acquisition process with the owner of the land. In these situations, the City may acquire less right-of-way than shown by the thoroughfare plan map as to limit expenditures of public dollars.

Corridor Plans

In addition to the standards set by the Thoroughfare Plan, individual corridor plans have been produced for more detailed analysis of select roadways. The corridor plans identify the types of bicycle and pedestrian facilities required on each roadway, lane configurations and select design details. Further information on these facilities is presented in the appendix.

The Nickel Plate District Code supersedes the provisions of the Thoroughfare Plan and the corridor plans as it has been master planned under a form-based code.

Some aspects of the corridor plans may be modified when construction plans are created. The corridor plans present a vision for how these corridors may ultimately develop.



Functional Classifications - Roadway

The following list of classifications includes definitions for the range of roadway types included in the Thoroughfare Plan.

Interstate/Expressway. Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic, usually long trips from state to state, but can be used for short-trips within the study area. These roads are designed for high-speed operation consisting of several lanes.

- Right-of-way width: Varies - Consult with INDOT
- Pedestrian facilities: No facilities are required parallel to the INDOT right-of-way, but all crossing roadways are required to have pedestrian facilities.

Primary Arterials . Similar in function to an interstate, but not grade separated, consisting of four or more travel lanes and usually divided. They have controlled access with major intersections typically one mile apart. Provides access to interstates or other primary arterials. Designed to carry large traffic volumes either through communities or from area to area.

- Minimum right-of-way width: 120 feet
- Pedestrian facilities: 10-foot shared-use path on both sides

Secondary Arterials. These routes are typically main thoroughfares carrying higher percentages of short trips and local traffic than primary arterials. They carry significant volumes and usually provide access to major commercial districts.

- Minimum right-of-way width: 100 feet
- Pedestrian facilities: 10-foot shared-use path on both sides

Collectors. Primary function is to collect traffic from an area, residential or work-place and move it to an arterial while also providing substantial service to abutting land uses. Built with an urban design with curb and gutter to provide better storm water management from impervious surface runoff.

- Minimum right-of-way width: 90 feet
- Pedestrian facilities: 10-foot shared-use path on one side; Five-foot sidewalk on the other side

Local Streets. Primary function is to provide direct access to residential and commercial land uses and feed collectors. Any street not shown highlighted on the thoroughfare plan map is designated as a Local or private street.

- Minimum right-of-way width: 50 feet *
- Pedestrian facilities: Five-foot sidewalk on both sides
- Eight-foot tree plot from curb to sidewalk

See Appendix C for detailed corridor plans.

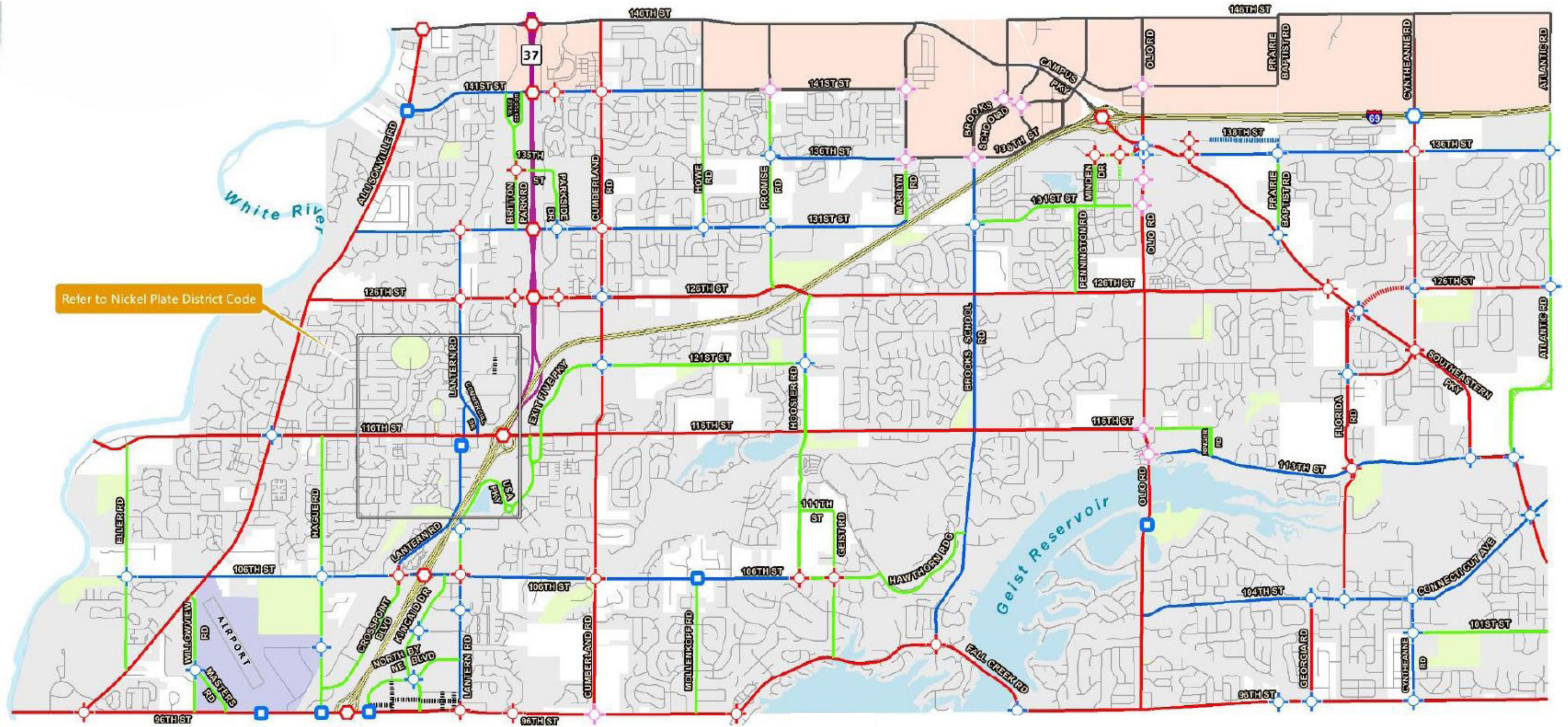
If an existing facility is being upgraded (e.g. an existing sidewalk to a shared-use path) or maintained (e.g. an existing eight-foot shared-use path is being repaved) and current conditions restrict the width of a shared-use path, an alternate design may be approved by the board of public works.



* Updated August 2019 - Ordinance #081919F

THOROUGHFARE MAP

March 2026



Refer to Nickel Plate District Code



Legend

- Intersection Improvement
- Intersection Improvement - Future
- Intersection Improvement - County
- ◆ Roundabout
- ◆ Roundabout - Future
- ◆ Roundabout - Noblesville/County
- ⬡ Interchange
- ⬡ Interchange - Future
- Arterial - Primary
- Arterial - Secondary
- Arterial - Noblesville/County Primary
- Collector
- Local Roads
- - - Proposed Connections
- Interstate
- Expressway
- Fishers Incorporated Jurisdiction
- Noblesville/County

FISHERS 2040

A Framework for Our Future

BIKE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian network will play an important role in Fishers' future. These systems have the potential to offer viable alternative transportation options, as well as recreational opportunities within the community. As these networks mature, their roles are expected to evolve to make an even more meaningful contribution to the overall transportation system. The full plan is in Appendix C.

The Bicycle and Pedestrian Master Plan developed a thorough network of paths, sidewalks and bike lanes that connect along all of the major thoroughfares in Fishers. All major roadways, as shown on the map, are to be multi-modal corridors that provide facilities for vehicles and pedestrians alike. Connections along I06th Street, I26th Street, Cumberland Road and Olio Road are considered primary thoroughfares for pedestrians, which is detailed in the parks section of this plan.

The existing bicycle and pedestrian network includes sidewalks, side paths, shared-use paths, greenways and natural trails. There are currently 142 miles of paths and trails in Fishers. The UDO requires the installation of pedestrian paths when developments occur. The specific type of path varies depending on the context of the development. These upgraded standards have been in place since 2006. Prior to the 1990s, an ordinance requirement did not exist for the installation of paths with new development. This has created some gaps that exist in the present system.

The 142 mile network of shared-use paths and side paths was developed to be used primarily by recreational cyclists and pedestrians. These paths are generally well used by a broad range of users including walkers, runners, skateboarders, roller bladers and recreational cyclists. Commuter cyclists and distance cyclists typically travel on the road and use dedicated bike lanes when they are available. Given the speed of their travel, it is hazardous for these cyclists to share space with pedestrians and recreational cyclists on side paths or shared-use paths. In fact, it is preferable for commuter cyclists and distance (high-speed) cyclists to be on the road. State law considers a bicycle a vehicle that must adhere to the same traffic laws as other motorized vehicles. Particularly in more densely developed areas with higher amounts of traffic and intersections, it is safer for a cyclist to be on the road as opposed to a path. The infrastructure targeted to meet the needs of these riders is currently limited. Presently, there is just one road with a dedicated bike lane, which makes up 4.7 miles along a portion of Olio Road.



Key Findings

- Fishers has 142 miles of pedestrian paths and trails, compared to approximately 469 centerline miles of public roadways.
- The material, types and widths within the pedestrian system vary. Pathways that narrow from eight-foot paths to five-foot paths can pose a challenge for pedestrians and cyclists sharing the path.
- Narrower paths create conditions where it is difficult for users to pass one another.
- Obstructions within paths, such as signage, utilities, mailboxes, fire hydrants, benches and street lights, can make it difficult for cyclists and pedestrians or persons with disabilities to use the shared paths.
- Road bike riders and commuter cyclists prefer to travel in dedicated bike lanes when available, or on the roadways.
- Some roadways are very narrow, creating an uncomfortable shared travel environment both for drivers and cyclists.
- East-west connectivity is hampered by man-made and natural barriers. The White River, Interstate 69 and State Road 37 present significant constraints to pedestrians and cyclists.
- Signage and wayfinding for pedestrians and cyclists make the networks more user-friendly and alert motorists to the presence of both pedestrians and cyclists.
- Pedestrians and cyclists feel more comfortable using the facilities when buffers of at least five feet separate them from the thoroughfare. Higher road speeds should lead to wider buffers.

Functional Classifications – Pedestrian

The following list of classifications includes definitions for the range of path types included in the Thoroughfare Plan.



Shared Lane. A lane of a traveled way that is open to both bicycle and motor vehicle travel. These types of facilities should be used by road and commuter bicyclists only; no pedestrians should travel in these lanes. It should be noted that under Indiana state law, all roadways except limited access highways are permitted for shared use of bicycles and motorized vehicles. The shared lane category in this plan indicates that extra lane markings, such as sharrow, are proposed to indicate to motorists that cyclists are present and can merge with vehicular traffic.



Sidewalk. The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks are to be used by pedestrians and small children on bicycles. Sidewalks may be separated from curb by planting strip. Sidewalks are concrete and typically range from four to six feet in width.



Greenway. A linear portion of land that is wooded or open space typically found along waterways, utility lines, non-vehicular public right-of-ways and natural corridors. Sidewalks, side paths, shared-use paths and natural trails can all be located within a greenway. Users of all categories may make use of this type of path system.

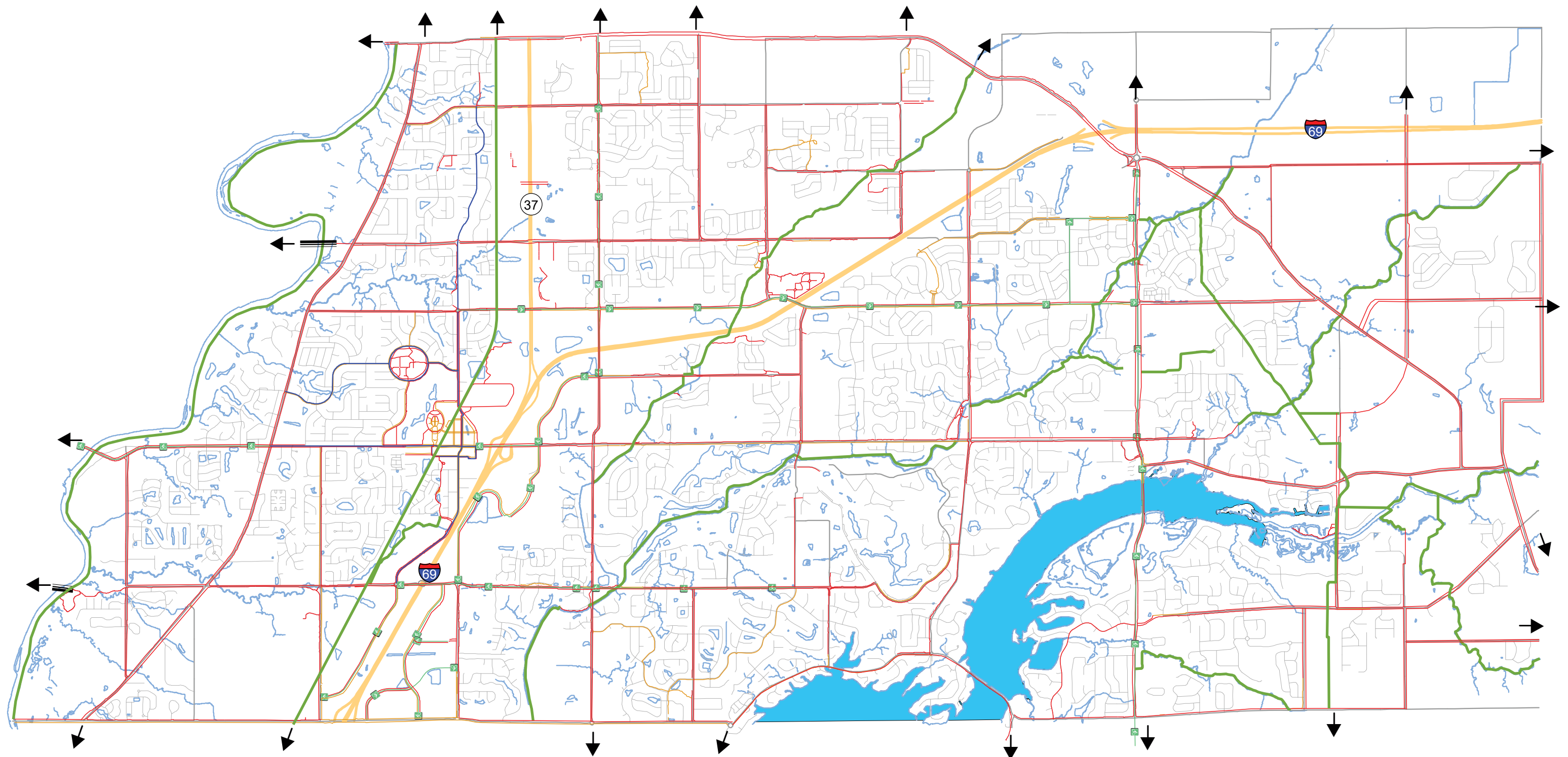


Shared-Use Path. A path or walkway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Most shared-use paths are designed for two-way travel. These types of facilities are to be used by recreational bicyclists and pedestrians. While not recommended, road and commuter bicyclists may use these facilities if no other option is available. These paths are typically asphalt and eight to 12 feet in width.










Bike Lane. A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. These types of facilities are to be used by road and commuter bicyclists and some recreational riders depending on their ability. No pedestrians and no cars should travel in these lanes.

BIKE AND PEDESTRIAN PLAN: OVERALL NETWORK



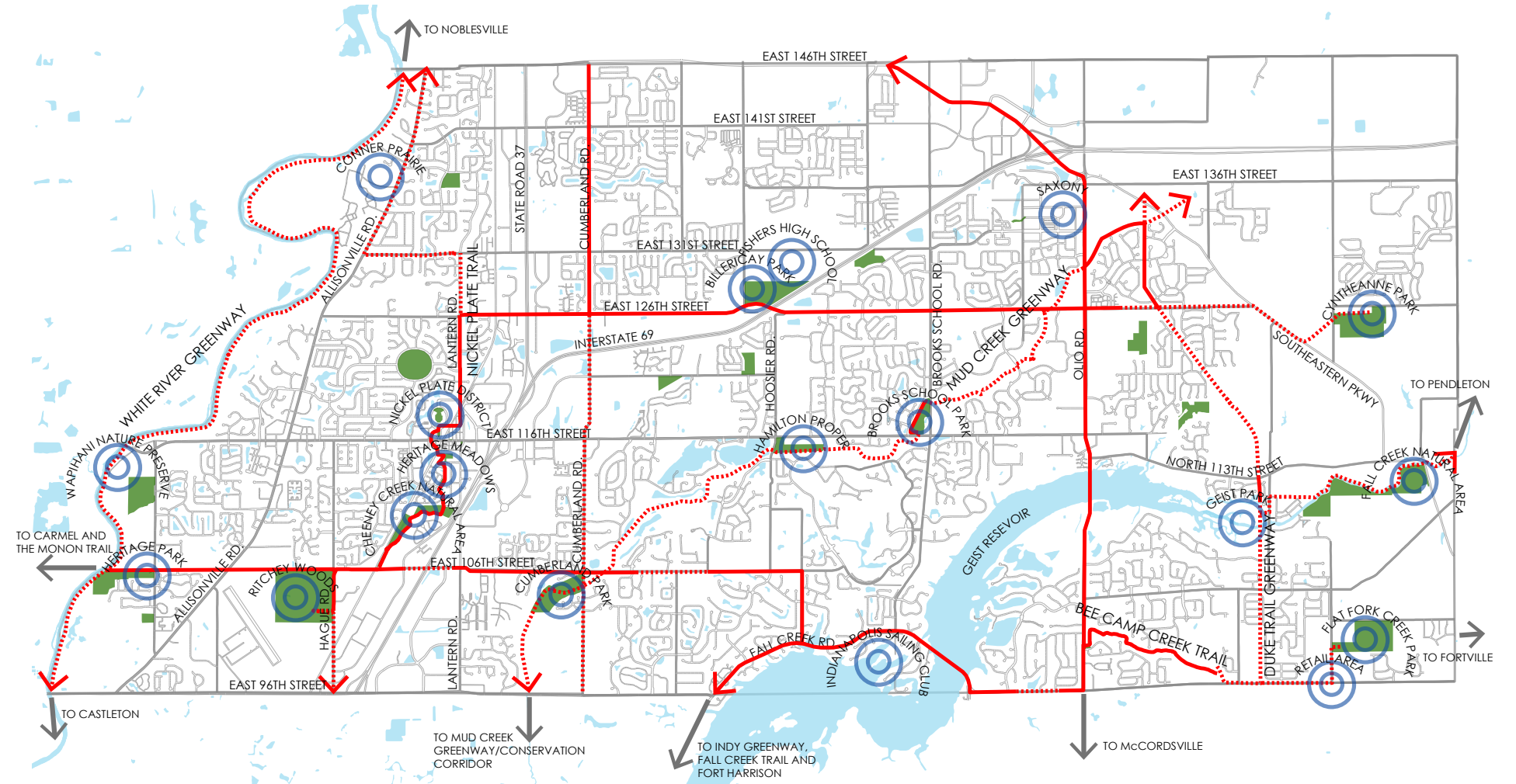
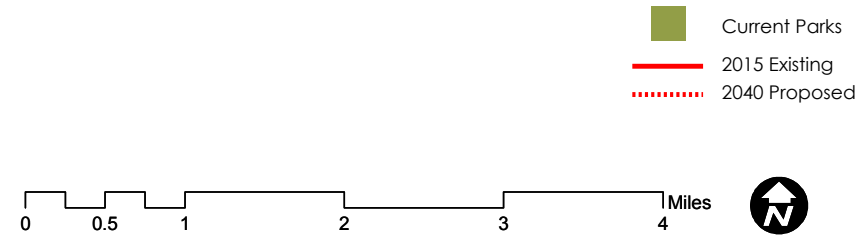
Legend

- | | | |
|---|---|---|
|  Shared-Use Path |  Greenway |  Regional Connection |
|  Sharrow |  Bridge | |
|  Sidewalk |  Bike Lane | |

Primary Bike and Pedestrian Thoroughfares

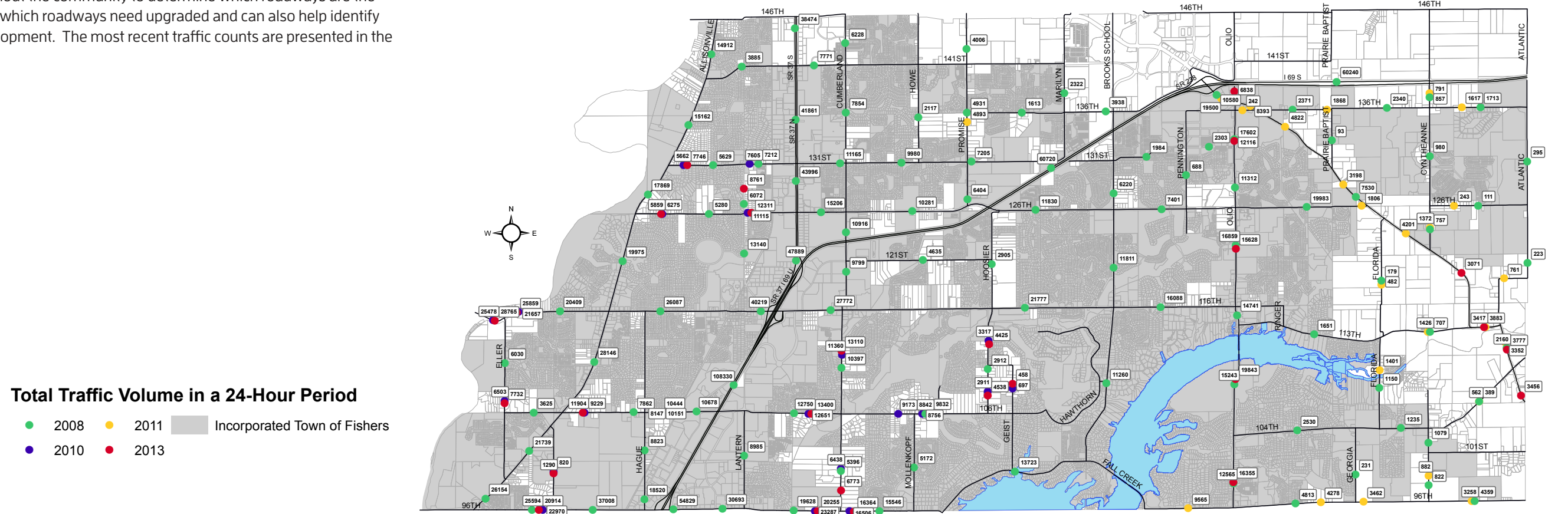
The primary north/south and east/west bike and pedestrian routes through Fishers are presented in the following map. Though all roadways are to have these facilities, these roadways are the primary thoroughfares to create a connected, non-vehicle transportation network. These path and greenway connections should be prioritized.

The routes shown are schematic. The board of public works or its authorized designee may approve alterations to the routes, as needed.



Traffic Counts

Traffic counts are conducted throughout the community to determine which roadways are the most heavily used. This determines which roadways need upgraded and can also help identify good locations for commercial development. The most recent traffic counts are presented in the following figure.



Safety

Traffic safety is a key component to any successful transportation strategy. Assisted by the Police Department, an examination of crash history and traffic patterns can predict key locations where improvements in traffic safety will be beneficial to both motorists and the community. According to data published by the USDOT, the cost to the community of an average crash is typically \$42,000. This cost includes medical care, emergency services, victim work loss, employer cost, traffic delay, property damage and overall reduction in quality of life. This section of the report presents the analysis of crashes on segments of roadway and at intersections along major roadways. Crash data for Fishers for the calendar year ending 2012 was analyzed to determine high-crash locations throughout the community. Contributing factors to any location's high crash occurrence can include: driver error, intersection configuration, access considerations and overall traffic congestion. Many of the locations experience recurring congestion and a direct relationship exists between traffic congestion and crash frequency, which justifies the ongoing efforts to provide adequate funding for transportation projects that minimize traffic congestion. Driveway access within close proximity to intersections also can contribute to crash frequency by increasing the unexpected conflict points near the intersections. The table above shows the 10 highest crash occurrence locations within Fishers.

RANKING OF TRAFFIC CRASH LOCATIONS

2012 Ranking	Location	Number of Crashes	Property Damage Crashes	Personal Injury Crashes
1	Southeastern Parkway & Olio Road	54	51	3
2	126th Street & Cumberland Road	14	11	3
3	96th Street & Allisonville Road	12	12	0
4 (tie)	106th Street & Allisonville Road	11	7	4
4 (tie)	131st Street & Cumberland Road	11	10	1
5	131st Street & Promise Road	10	8	2
6 (tie)	126th Street & Hoosier Road	9	9	0
6 (tie)	126th Street & Lantern Road	8	8	1
7	116th Street & Commercial Drive	8	6	2
8 (tie)	96th Street & Lantern Road	7	6	1
8 (tie)	116th Street & Allisonville Road	7	5	2
8 (tie)	141st Street & Mundy Drive	7	6	1
9 (tie)	116th Street & Olio Road	6	4	2
9 (tie)	131st Street & Allisonville Road	6	5	1
9 (tie)	126th Street & Olio Road	6	6	0
9 (tie)	126th Street & Promise Road	6	6	0
10 (tie)	Allisonville Road & River Glen Drive	5	5	0
10 (tie)	126th Street & Allisonville Road	5	4	1

IMPO 2016 SAFETY STUDY: TOP 50 MOST DANGEROUS INTERSECTIONS IN THE INDIANAPOLIS REGION

In 2016 the Indianapolis Metropolitan Planning Organization (IMPO) conducted a study of the top fifty (50) high-crash locations within the Indianapolis Metropolitan Planning Area (MPA). For each location, the team reviewed crash data and existing conditions, created a collision diagram, conducted a field check. The team also met with local engineering, police representatives, and city staff, and identified specific improvements the remedy existing safety issues. These recommendations range from lower cost maintenance items to higher cost capital improvements.

Intersections Identified within the City of Fishers:

- 1. 96th Street & Hauge Road
- 10. Allisonville Road and E 96th Street
- 20. E 116th Street and Olio Road
- 30. Allisonville Road and E 116th Street
- 36. Allisonville Road and I46th Street
- 50. Olio Road and Southeastern Parkway



The Study can be found [here](#) and the Map can be found [here](#).

DESIGN STANDARDS

The design standards section organizes policies which are the adopted standards of the City of Fishers. All transportation projects shall be reviewed at the Technical Advisory Committee to ensure compliance with these policies as well as the other design standards of this plan.

Policies

Priorities. Maintenance, capacity improvement, new road construction, trail connections and transit are all important components of the Fishers' transportation network. Given the fiscal constraints of implementing all of these elements at the same time, the following priorities have been established:

- Maintain current roads
- Increase capacity for vehicles
- Complete pedestrian trails and sidewalk network
- Implement bike lanes
- Mass transit

An important distinction must be made between the eastern and western portions of the community with these priorities. While this list is correct for the established portion of Fishers, the need for maintenance and the need for increased capacity are reversed in the undeveloped, eastern portion of the City. In this area, it is necessary to increase vehicle capacity as a top priority.

ADA compliance is a key component of every priority listed above and, thus, is not identified individually.

Intersection Type. The intersection type decision policy aids in choosing among design alternatives. Specifically, this policy prescribes a model to be used in decision-making relative to choice of basic

intersection form, including forms common and uncommon to Fishers. The latter types are typically referenced as alternative or innovative intersections and, for instance, include median U-turn, roundabout, displaced left-turn and other designs.

Curb Placement. It is Fishers' policy to consider the use of both shoulders and curbs adjacent to the traveled way on public roadways.

Pedestrian Crossings. Pedestrian crossings on and adjacent to arterial and collector streets shall require a distinct, visible design that clearly identifies the areas where pedestrians are intended to cross.

Bike Parking. Bike parking is required for all developments in Fishers. These standards are available in the UDO, as amended.

Street Lights. Lighting installed by Fishers is generally limited to intersections and major thoroughfares. The decision to provide lighting is made on a case-by-case basis. Lighting provided within neighborhoods is installed and maintained by homeowners associations.

Alleys. Alleys shall be reviewed on a case-by-case basis by the engineering department. Lanes shall be a minimum of 11 feet wide and pedestrians shall have safe means of refuge (e.g. sidewalk or connection to a nearby sidewalk).

For more detailed information, see Appendix A.

Design Standards. To allow the transportation network to be built according to the functional classification in an efficient and economic way, specific design standards are needed.

Intersection Study. The road and street network cannot be upgraded without improving intersections. To move existing and future traffic in a safe and efficient manner, intersections must be upgraded to reduce conflicts and move converging traffic through the intersections.

Traffic Access Management. For the transportation network to function at a high level of service, it is necessary to control access along the major thoroughfares. Access management is described as the process of controlling the number of access points or driveways as land along thoroughfares develops. Limiting the spacing and number of access points reduces conflicts caused by traffic maneuvers such as stopping, turning, ingress and egress. Limiting access points also preserves and helps maintain a tolerable level of service and flow of traffic, while providing appropriate access to the land uses along the major arterials.

Green Infrastructure. The City of Fishers has established storm water design standards that allow for green infrastructure and low-impact development to be implemented on all construction projects. To facilitate these designs, the director of engineering may allow for deviation from the standards of this plan and from the standard construction details. Deviations may include, but are not limited to, alternative curb designs, porous pavements, rain gardens and swales.

Connectivity. The City of Fishers seeks to provide connectivity between neighborhoods and developments. This connectivity extends to both commercial and residential construction. All development in the City planning jurisdiction shall be required to provide connectivity for vehicles, pedestrians and bicyclists into and through the development.

Land Dedication. An integral part of the transportation section is corridor preservation and right-of-way protection. By preserving future corridors and right-of-way, it accomplishes three important aspects of planning: lowers the cost of land acquisition by preventing the need to purchase developed land; reduces the physical cost of development by preventing structures from being built on land that could be needed for transportation system improvements; and reduces the social cost of development by reducing or preventing the need to relocate families or businesses.

Maintenance and Funding. The City of Fishers is responsible for maintaining all of the public roads, streets and paths within the City's right-of-way, unless otherwise noted in this plan or in other City documents, contracts or agreements. INDOT is responsible for maintenance on Interstate 69, the interstate interchanges and State Road 37.

Level of Service. The level of service is a rating system that ranks the function of a road on a scale from A to F. Roads rated A experience free-flow of traffic at the peak hour. Roads rated F experience complete gridlock at the peak hour. Generally, level C is the ideal condition where a roadway is not overbuilt but congestion is not overwhelming.

ADA Compliance. The City has adopted a transition plan to identify how City-owned facilities will be updated to meet current standards. All development projects in the City of Fishers must meet the most recent ADA requirements.

Design Standards

The Thoroughfare Plan includes many design details for the construction of infrastructure. The full details of these design standards can be found in the appendix. The design standards presented in the appendix are a supplement to the latest design standards from the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), INDOT, the City of Fishers and professional engineers.

THE DESIGN STANDARDS ADDRESS:

Roundabouts. The roundabout standards address proper approach methods for cars, bikes and pedestrians.

Road Network. The road standards address the needs of each classification of roadway: primary arterial, secondary arterial, collector and local. This classification denotes how adjacent properties interact with the roadway and how the roadway will be designed to fit into the overall transportation system.

Pedestrian Network. Similar to the road network, the pedestrian network identifies the standards for sidewalks based on the classification of the facility. These classifications include residential, urban residential, commercial and urban commercial sidewalks.

Bicycle Network. The bicycle network establishes standards for the placement and general construction of paths and trails. Similar to the road and pedestrian networks, these are based on the type of facility and include: greenway trail, shared-use path, bike lane, shared lane and bike boxes.

Creating Place. Infrastructure improvements can be used to create place and enhance pedestrian safety. The methods identified include: speed tables, raised intersections, partial road closures, traffic circles, road narrowing, curb extensions, improved pavement markings, gridded street network, shared parking, frontage roads, pedestrian crossing signals and medians or center islands.



CORRIDOR PLANS

Corridor plans have been prepared for select roadways throughout the City of Fishers.

The plans are schematic and will be refined during engineering for each project. These plans anticipate long-range transportation challenges, provide for improved livability and economic vitality and plan for balanced travel options between roads, bicycles and pedestrians. Fishers' staff members understand that in order to maintain mobility and economic vitality concurrently, vehicular demand management strategies must be paired with improvements in safety, capacity and performance of all transportation modes including walking, cycling, carpooling and mass transit. The goal for the Fishers transportation network is to ensure that congestion during peak commute periods does not interfere with Fishers' economic sustainability and resilience over the coming decades.

See appendix C for details on these corridor plans listed and mapped below:

- | | | |
|------------------------------|--|---|
| 1. Allisonville Road | 10. Hoosier Road | 19. I04th Street |
| 2. Atlantic Road | 11. Lantern Road (two-lane) | 20. I06th Street |
| 3. Brooks School Road | 12. Lantern Road (four-lane) | 21. I06th Street (Interstate 69) |
| 4. Cumberland Road | 13. Olio Road | 22. I16th Street |
| 5. Cyntheanne Road | 14. Southeastern Parkway | 23. I26th Street |
| 6. Fall Creek Road | 15. State Road 37 | 24. I36th Street (two-lane) |
| 7. Florida Road | 16. USA Parkway | 25. I36th Street (four-lane) |
| 8. Georgia Road | 17. 96th Street | |
| 9. Hague Road | 18. 96th Street (Interstate 69) | |



SHARED TRANSPORTATION

Indy Connect

Indy Connect was an initiative to construct rapid transit in central Indiana. From 2010-2018, transit planning was coordinated by the Central Indiana Regional Transportation Authority (CIRTA), IndyGo, and the Indianapolis Metropolitan Planning Organization (MPO) and was referred to as Indy Connect. A formal plan was adopted in 2016.

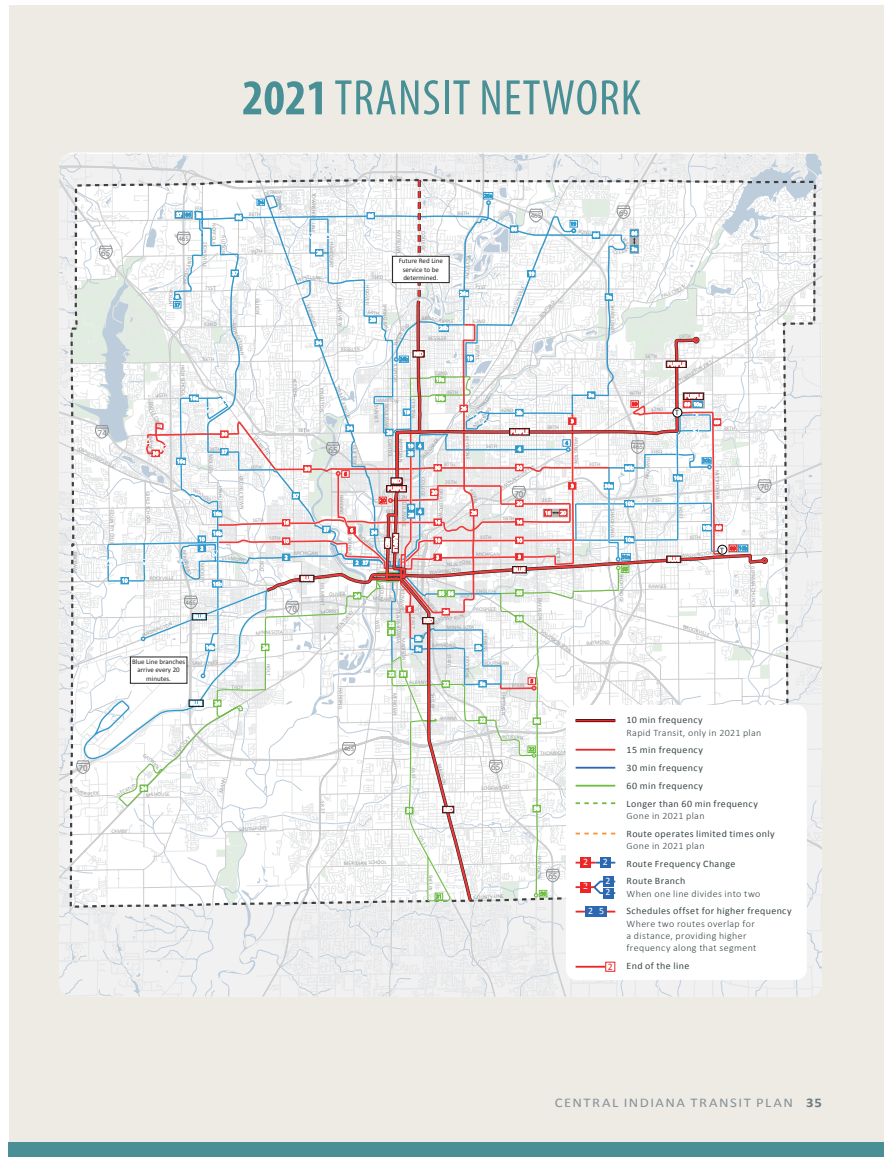
The 2016 Central Indiana Transit Plan recommends improving existing transit systems and creating new ones.

With the implementation of the Marion County Transit Plan and the opening of the Red Line in 2019, the MPO assumed more direct leadership of transit planning in Central Indiana.

Fishers continues to have open dialogue with the MPO.

If residents would like to learn more about IndyGo's efforts surrounding Bus Rapid Transit (BRT) including the Red Line, Blue Line, and Purple, please visit: indygo.net/bus-rapid-transit/

The Central Indiana Transit Plan, is adopted as a component of the Fishers' Comprehensive Plan by reference.

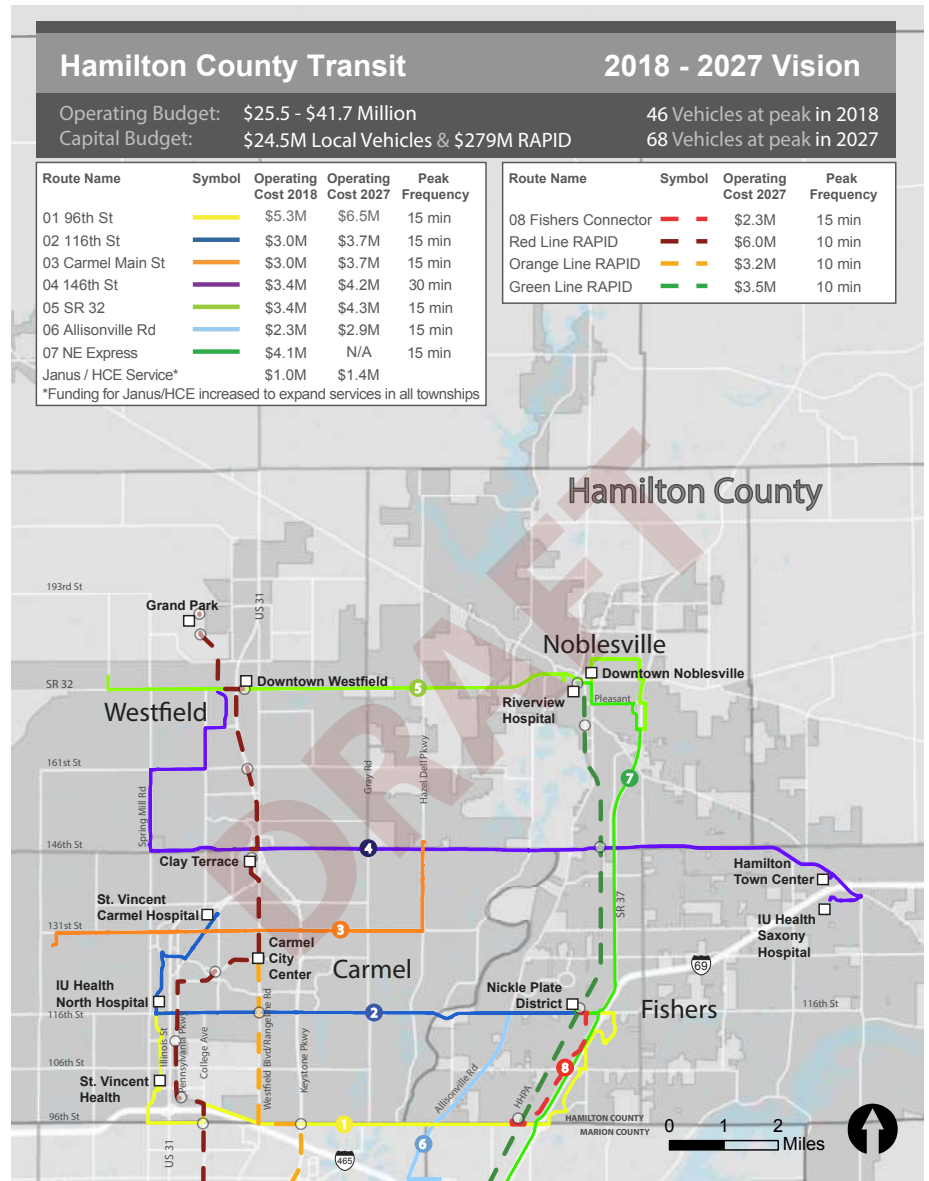


Indy Connect Map (June 2016)

Hamilton County Transit Forum

The Hamilton County Transit Forum first met in 2014 to bring together local government officials, business leaders and regional planners from Indy Connect to discuss the local transit needs of Hamilton County. This group held regular meetings to discuss where the transit stations along the bus rapid transit lines were planned and what local infrastructure would be needed to support these lines. The plan that the forum produced is included below.

The City of Fishers was represented at the forum through its community development department. The plan that was developed accounts for providing service to the most densely populated areas of businesses and residents in Hamilton County. The plan also takes into account the fiscal realities of the new transit system and is designed to be funded by the funding mechanisms approved by the State Legislature.



Transit Forum Map (September 2015)

Existing Services



HAMILTON COUNTY EXPRESS

Operated by Janus Developmental Services, a nonprofit agency, the Hamilton County Express is a dial-a-ride service operating on a specific origin to destination basis. The service is provided throughout Hamilton County but does cross into northern Marion County, such as the Keystone Crossings area, where passengers can transfer to IndyGo local bus routes. The Hamilton County Express also provides for transfers to the Boone County and Madison County public transportation systems.

In 2012, the Hamilton County Express served 45,876 trips and has increased steady to 65,029 in 2019. There are 20 buses and riders are to make reservations for service 24 hours in advance. Same day service can be provided, however, this service is limited to no more than 50 percent of the riders in the system. The 14-passenger buses have wheelchair accessibility and are funded by a mix of Hamilton County, state and federal dollars. The service has been in operation since 2002 and has served all of Hamilton County since 2007. Ridership has been on the upswing since inception, as the first year only served some 4,000 trips. Passengers of any age may use the service. Janus also operates Riverview Health Rides, a service providing door-to-door shared-ride, non-emergency transportation to medical appointments to 29 Riverview Health locations with four vehicles. In 2018, Riverview Health Rides provided 11,070 rides.

TRANSPORTATION VOUCHERS

The Central Indiana Council on Aging (CICOA) is a nonprofit agency based in Indianapolis and one of 700 area agencies on aging in the United States established by an amendment to the Federal Older Americans Act. The agency oversees state and federal funds, as well as private donations, to provide support services for senior citizens, people with disabilities and caregivers. Residents of Fishers may use transportation vouchers provided by the agency. The individual may then use this voucher for transportation needs including taxi fares. Funding for this program is provided by a federal New Freedom grant.

PRIMELIFE

PrimeLife Enrichment, a nonprofit, provides transportation to senior citizens of Fishers for medical appointments, personal business, employment or social activities. To schedule a ride, individuals are asked to call 48 hours in advance. The service is funded by individual donations and charitable contributions.

CARPOOL/VANPOOL

CIRTA operates a carpool service known as Commuter Connect. After signing up for the program, individuals are able to find fellow commuters based on their origin, destination points or travel periods. Riders are responsible for coordinating their arrangements after initial contact has been established. The program is supported by the Emergency Ride Home Benefit which is a safety net for commuters who experience unforeseen circumstances.

CIRTA also operates a vanpool service. The program is designed for seven to 15 people commuting from similar origins to similar destinations each workday. The van is provided by Commuter Connect. Passengers pay a monthly fare to secure a seat in the van.

5

PARKS

Fishers' parks system is a major component of Fishers' cultural identity and important contributor to the community's vibrancy. This chapter summarizes the parks and recreation facilities plan that provides guidance for many facets of the park system.

INTRODUCTION

The parks and recreation facilities plan guides the many facets of the City's parks system. From land acquisition of future parkland to concept designs for each existing park, the plan incorporates community input to create policies and action items to ensure a thriving park system for generations to come.

Organization

The parks and open space section of the comprehensive plan draws on the parks and recreation facilities plan, which is a separate plan that provides analysis and administrative guidance. The facilities plan is the result of several months of public outreach, planning, research and analysis. This work was conducted both by Fishers' staff and by consultants to ensure accuracy and detail.

The parks and recreation facilities plan is organized into nine sections. Four sections from the overall plan are included in this document. These sections frame the key initiatives needed to achieve the vision of the plan. The complete plan can be located via the City's website. In the rare case that a discrepancy may arise between this document and the complete parks plan, the complete parks plan is given priority.

- **Community Needs Assessment** The responses from a community survey regarding park facilities are a vital component to the proposed policies and designs in the plan.
- **Land Acquisition Analysis** The analysis identifies the existing and future need for park acreage to serve the community.
- **Park Designs** Each existing park includes a concept design to meet the goals of the plan and enhance the overall park experience.
- **Goal, Objectives and Action Items** This section frames the community's vision for the park network and provides policy framework to achieve the vision.

Key Findings and Initiatives

While many important items were discussed, analyzed and included in the plan, several key items emerged as being particularly vital for the longevity and success of the parks system.

- **Additional Parkland Needed** To maintain the desired park acreage ratio (6.75 acres/1,000 people) through 2040, additional parkland will need to be acquired to meet the needs of the forecasted population growth. This plan identifies preferred target areas based on the land acquisition analysis.
- **Connect Park System and Natural Amenities** There is currently a lack of publicly accessible land and overall connectivity along the city's natural amenities including Geist Reservoir and the White River. This plan provides ways to improve access and connectivity throughout Fishers.
- **Design Parks for All Users** When an existing park is repurposed to meet the evolving needs of the community or additional parkland is acquired, the design should be accessible for all users, include both active and passive uses and provide four-season recreational opportunities. This plan sets policies and provides individual concept designs for each existing park within Fishers.
- **Promotion & Programming** The Parks Department should continue to engage with residents through promotions and parks programming. Promotion should continue in the form of online communications and engagement, as well as consistent wayfinding and park signage. Programming should support a mix of community projects and ideas that focus on the core values of the City's Art & Culture Master Plan.

FIVE-YEAR UPDATE

A Parks Subcommittee was convened as part of the five-year update process in 2021 to provide direction for refinements to this chapter.

Park Classifications

By classifying the parks and assessing amenities, the City is better able to analyze the health of the overall parks system. Several classifications used to define parks focus on the uses and activities occurring within the park. Other classifications focus on the park size, amenities and proximity of parks to the residents they primarily attract. Many parks in Fishers span more than one park classification.

- **Signature Park** - A signature park is a regional draw and the largest parks, are multi-use in nature, and can often be visited by people outside of the community. These parks are typically large in size and offer intensive recreational facilities, large nature preserves, or iconic facilities unique to the region. Example: Billericay Park
- **Community Park** - A community park is larger than a neighborhood park and serves multiple neighborhoods, geared towards a specific use that serve the general open space needs of the residents of Fishers. These parks are typically large, offer recreational opportunities or preserve significant natural areas. Example: Cumberland Park
- **Neighborhood Park & Natural Area** - A neighborhood park or a natural area serves a variety of age groups within a limited area, usually a quarter- to half-mile radius, and may have limited recreational options or be limited to passive nature exploration. Many neighborhood parks are smaller than 10 acres. Example: Harrison Thompson Park
- **Linear Park** - A linear park is a part of a trail system that connects different destinations and are multi-use in nature for both pedestrian and cyclists. Examples: Nickel Plate Trail & Future Geist Greenway
- **Active Parks** - Active recreation can include activities that are competitive such as sports or non-competitive such as using playground equipment. The sporting events are typically unscheduled games or recreational leagues. Other active facilities within parks found throughout Fishers include ball fields, horseshoe pits, playground equipment, splash pads and meetings spaces. Example: Roy G. Holland Park
- **Passive Parks** - Passive recreation includes activities that are unorganized and non competitive. Parks that offer predominately passive recreation typically have limited built facilities and are more natural in setting. Passive activities found throughout Fishers include picnicking, hiking, bird-watching, painting, cycling, kite-flying and fishing. Passive facilities include benches, picnic shelters, boardwalks and observation areas. Example: Cheeney Creek Natural Area

CURRENT STATE OF PUBLIC PARKS

The City of Fishers has a comprehensive parks system which was inventoried for the purpose of attaining a snapshot of the services, features, assets and deficiencies that exist throughout the system. Parks and facilities were qualitatively and quantitatively evaluated by use and condition. The analysis provided insights into the current state of Fishers' overall parks system.

Many of Fishers' parks are programmed for active and athletic recreation, with a range of fields and sports facilities. These include parks like Cyntheanne Park, Cumberland Park, Mudsock Fields and Olio Fields. The system also includes natural areas, most of which are largely undeveloped and are home to a mix of mature hardwoods, indigenous vegetation and hiking trails. Examples of this type of park include Ritchey Woods, Sand Creek, Thorpe Creek, Cheeney Creek and Hoosier Woods. There are also more traditional parks that offer a diversity of uses such as playgrounds, sports fields, picnic shelters, community shelters and more. Roy G. Holland, Billericay, Brooks School and Harrison Thompson parks are all in this category.

The inventory of the parks system is being used to help the City determine how best to diversify the park offerings and enhance and maintain existing facilities. The full inventory can be found on the City's website.

The City's newest park is the Fishers AgriPark located at 11171 Florida Road at the southeast corner of 113th Street and Florida Road in southeast Fishers, just east of Geist Reservoir. A 33-acre urban farm, the Fishers AgriPark pays homage to Fishers' agricultural roots, while inspiring future generations of farmers, scientists, agronomists, robotics engineers, chefs, and more. With a focus on education and giving back, visitors of all ages have a chance to be immersed in a working farm, while learning about current farming practices and the innovations needed to feed our world.

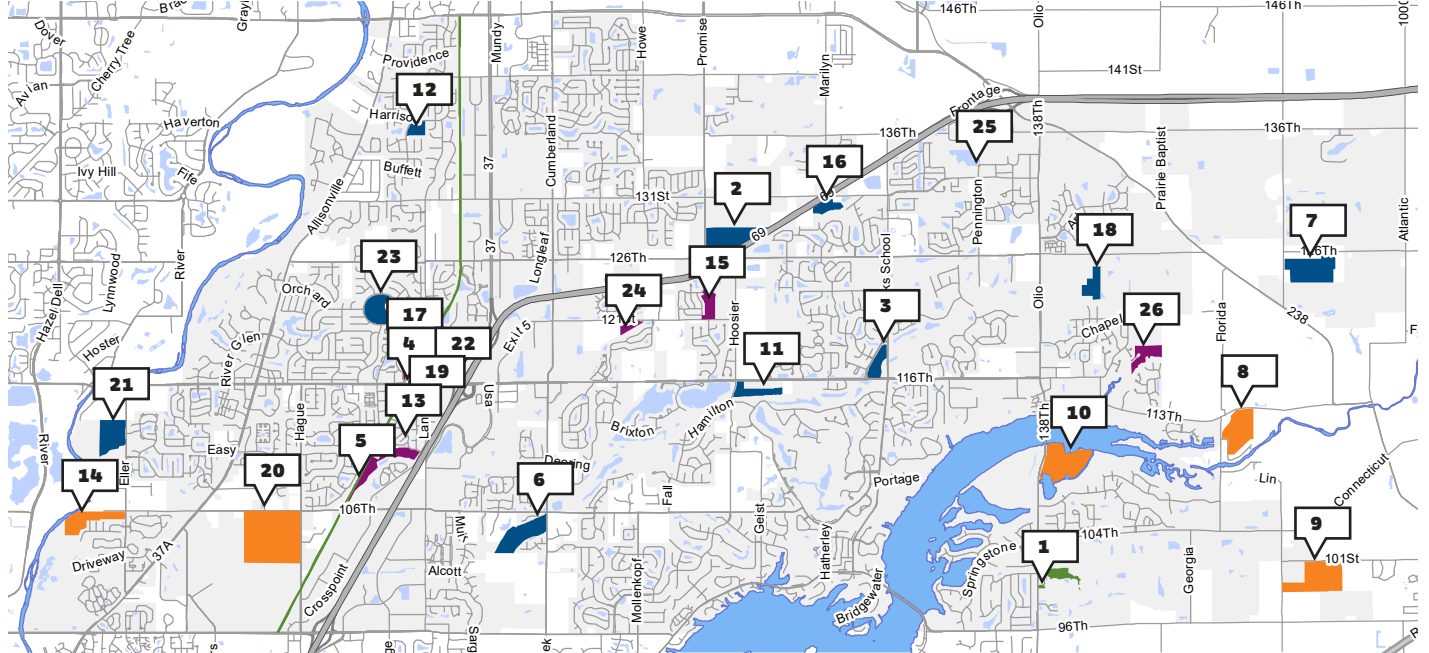
Inventory Conclusions:

- Fishers possesses a well-maintained, highly-regarded, clean, quality park system with few deficiencies.
- The current parks could offer a broader range of uses and programs to truly cater to all the recreational needs of the community and its evolving demographics.

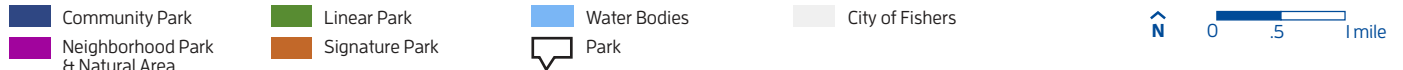
Inventory Recommendations:

- Continue to expand the City's trail network, especially greenway extensions such as the future Geist Greenway linking parks to residential subdivisions.
- Create a White River trail connecting Conner Prairie to Heritage Park to create a regional link to Carmel's trail system.
- Increase access to all parks via alternate means of transportation including cyclists, pedestrian and those with disabilities.
- Invest in innovative assets on the long-term to appeal to all demographics and age groups within the community. Suggestions included the creation of park components such as a dog park, tranquility park, skate park, botanical gardens, a sculpture park, hands on adventure play areas, increased access to creeks which create a boundless playground, an extreme sports park, volley ball courts or tennis courts.
- Integrate sustainable products and the use of native plants.
- Introduce a recycling program and the use of city-generated compost. Install recycling and compost bins at city parks.
- To better understand the future cost and viability of park maintenance, a study should be conducted to assess the projected future revenue from Park Impact Fees. As the City gets built out and new residential development slows, alternative revenue funds may need to be identified.

PARKS AND OPEN SPACE



Parks and Open Space



Public Park Name	Acres	Type	Primary Use	Parking	Sports Fields	Indoor Facilities	Other
1 Bee Camp Creek Trail Head	13.4	●	Passive	Yes	No	No	Playground, benches
2 Billericay Park	42.7	●	Active	Yes	Yes	Yes	Playground, Splash pad, Baseball Diamonds
3 Brooks School Park	14.8	●	Active	Yes	Yes	No	Playground, Picnic Tables, Basketball, Horseshoe Pits
4 Central Green, The	0.5	●	Passive	Yes	No	No	Benches, Sculpture
5 Cheeny Creek Natural Area	27.8	●	Passive	Yes	No	No	Fishing Pond, Nature Trail
6 Cumberland Park	39.1	●	Active	Yes	Yes	Yes	Picnic Tables, Disc Golf, Grills, Soccer Field
7 Cytheanne Park	51.5	●	Active	Yes	Yes	No	Playground, Picnic Tables, Concessions, Pickleball Courts
8 Fishers AgriPark	42.5	●	Passive	Yes	No	No	Benches, Nature Trails, Urban Farm, Livestock
9 Flat Fork Creek Park	57.6	●	Passive	Yes	No	No	Sledding Hill, Mountain Bike Trail, Tree House
10 Geist Waterfront Park	52.8	●	Passive	Yes	No	No	Under Construction
11 Hamilton Proper Park	17.2	●	Active	Yes	Yes	No	Pond, Soccer Fields
12 Harrison Thompson Park	9.9	●	Active	Yes	Yes	No	Playground, Picnic Tables, Grills, Shelter, Soccer Fields, Baseball Diamonds
13 Heritage Meadows Park	2.3	●	Active	No	No	No	Playground, Picnic Tables, Exercise Stations
14 Heritage Park at White River	31.8	●	Passive	Yes	No	Yes	Nature Trail, Sledding Hill
15 Hoosier Woods	14.5	●	Passive	No	No	No	Nature Trail, Observation Deck
16 Mudsock Fields	12.2	●	Active	Yes	Yes	No	Concession, Football Field
17 Nickel Plate District Amphitheater & Pavilion	3.9	●	Passive	Yes	No	Yes	Picnic Tables, Hammocks, Amphitheater, Pavillion
18 Nickel Plate Trail	33.2	●	Passive	Yes	No	No	Under Construction
19 Olio Fields	18.0	●	Active	Yes	Yes	No	Playground, Concession, Shelter, Baseball Diamond
20 Ritchey Woods Nature Preserve	126.6	●	Passive	Yes	No	No	Picnic Tables, Boardwalk, Shelter
21 Riverside Fields	34.4	●	Active	Yes	Yes	No	Baseball Diamonds
22 Rotary Arch Park	0.2	●	Passive	Yes	No	No	Benches, Arch
23 Roy G. Holland Memorial Park	34.3	●	Active	Yes	Yes	Yes	Playground, Picnic Tables, Volleyball, Basketball, Baseball Diamond, Soccer Field, Splash Pad, Shelter
24 Sand Creek Natural Area	7.8	●	Passive	No	No	No	No Facilities
25 Saxony Lake & Beach	0.2	●	Passive	Yes	No	Yes	Rentals, Fishing
26 Thorpe Creek Natural Area	17.7	●	Passive	No	No	No	No Facilities
TOTAL	707						

Maintaining Existing Parks

Amenities at the city’s older parks will need to be repaired and replaced as they age. The playground at Roy G. Holland Park, located at the north end of Holland Drive, continues to be a central focal point for the Sunblest neighborhood. The park offers a variety of amenities including a playground, ball fields, basketball nets, a community center, a picnic shelter, a wooded area and soccer fields. In 2014, the playground

was completely replaced with new equipment. The park continues to be well used with broad appeal for both passive and active recreation.

In order to sustain and enhance the quality of the park system, an ongoing program to repair, replace or update park infrastructure will be needed. As all the parks age, this will demand a more substantive part of the City’s budget. Innovative public and private partnerships should be explored to help offset these mounting costs. The inventory report also cited potential grant sources which may be explored in this context.



City leaders are constantly looking for ways to engage residents as we plan for the future of our community. Connect with the City of Fishers on our digital platforms for information on how you can get involved.

Woodlands, Agriculture and Undeveloped Areas

The majority of undisturbed wooded areas west of Interstate 69 lie along the White River and local creeks. The City of Fishers also maintains Ritchey Woods Nature Preserve along 106th Street and Cheeney Creek Natural Area along Lantern Road. These areas provide recreational opportunities while enhancing the environmental health of the area. East of Interstate 69 near the city’s eastern boundary, large areas of undeveloped areas exist. Sizeable swaths of undisturbed woodlands follow waterways, while agricultural fields and other private open space constitute the majority of the undeveloped land. Due to rapid growth over the years, development continues to push eastward into the remaining undeveloped areas.

Richey Woods Nature Preserve is one of only two state designated nature preserves in Hamilton County. [Image: Scott Morris (cc)]



Waterways

Several prominent waterways traverse the community. The majority of the rivers and creeks within Fishers flow from the northeast towards the southwest with a few exceptions southeast of Geist Reservoir. The waterways provide regional drinking water and recreational opportunities and act as natural wildlife corridors.

Geist Reservoir. In 1943, Fall Creek was dammed forming Geist Reservoir. With a surface area of 1,890 acres and water volume of 6.1 billion gallons, the reservoir is a source of drinking water for the residents of Indianapolis via the Fall Creek treatment plant. The lake also serves as a regional destination by providing residents year-round recreational opportunities. However, due to the relatively shallow nature of the lake and runoff from local farms and residential lawns, Geist Reservoir faces many water quality challenges. According to the Geist Lake Coalition, 62 percent of the streams in the Geist watershed do not meet state water quality standards.

White River. The White River flows north-to-south along the western boundary of Fishers. As a major tributary to the Wabash River, the White River has historic and cultural significance in the development of central Indiana. The river supplies two of the four surface water treatment plants for the City of Indianapolis. Morse Reservoir north of Noblesville stores water to assure a dependable supply to these plants. Although threatened by pollution, many recreational activities take place on the White River, including fishing, kayaking and canoeing. Efforts between the City of Fishers and Carmel are currently underway to develop a trail system along the river.

Creeks and Streams. The majority of creeks within Fishers flow from the northeast towards the southwest and eventually drain into the White River. Creeks within the city limits include Sand Creek, Mud Creek, Fall Creek, Thorpe Creek, Cheeney Creek, Lick Creek, Flatfork Creek and Shoemaker Ditch. The creeks serve as a vital component of the overall waterway system and provide existing and potential trail connections identified in the City of Fishers' Bicycle and Pedestrian Master Plan.

Watersheds. The City of Fishers collects and maintains data on 12 watersheds within the city limits. The watersheds drain into local rivers and creeks and include Fall Creek–Flatfork Creek, Fall Creek–Pendleton to Lick Creek, Geist Reservoir–Bee Camp, Lick Creek–Manifold/McFadden Ditches, Mud Creek–Headwaters, Mud Creek–Sand Creek, Stony Creek–North Tributary, Stony Creek–William Lehr Ditch, Thorpe Creek (Geist Reservoir), White River–Carmel Creek, White River–Shoemaker Ditch and White River–Vestal Ditch/Michener Ditch.

Floodplains. Every body of water within Fishers has a floodplain. The floodplain is the area adjacent to a body of water impacted by a 100-year flood. Fishers' Floodplain Ordinance along with the Indiana Department of Natural Resources (IDNR) and Federal Emergency Management Agency (FEMA) floodplain standards protect the floodplain and prevent physical harm and property loss that can occur from development.

This photo features a natural stream located within Cheeney Creek Natural Area.



COMMUNITY NEEDS ASSESSMENT

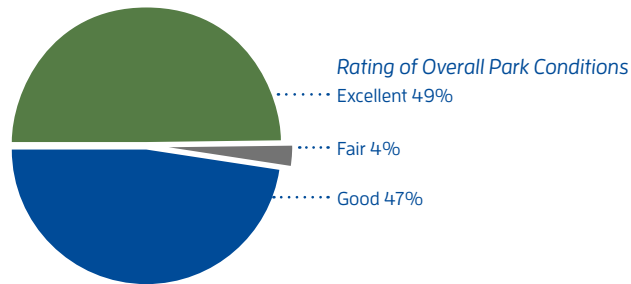
Public input is essential in creating a viable and successful plan that is embraced by the community. In addition to meetings open to the public throughout the plan process, the City conducted a survey to gauge how the community was using the parks system and how it could be improved.

Community Survey Process

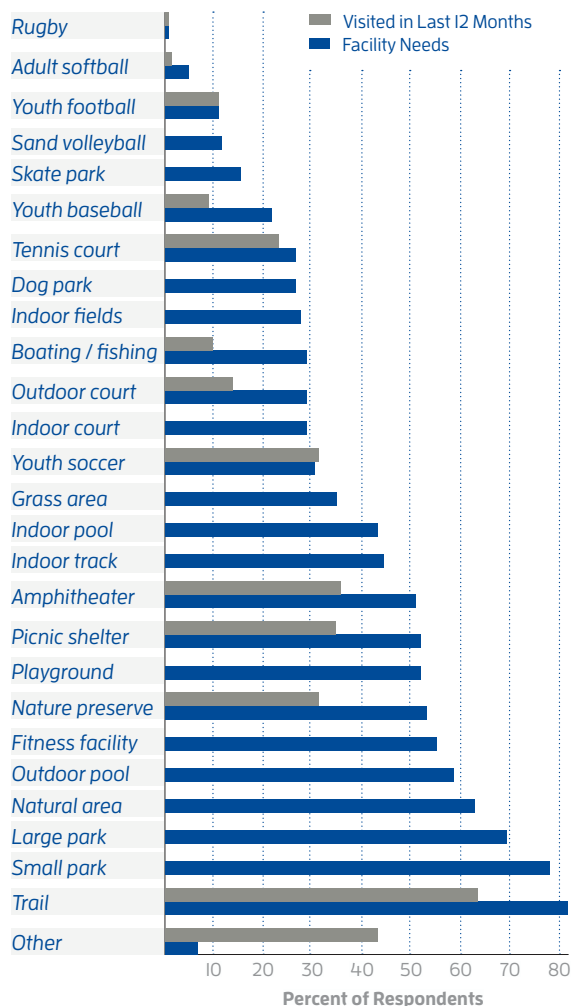
The City hired the ETC Institute to conduct a statistically valid survey to the City of Fishers in the Fall of 2014. Three thousand randomly sampled households were sent a survey regarding the parks system. The target for submitted surveys was 500 while the actual amount received was 640 with a 95 percent confidence level and a deviation rate of +/- 3.8 percent. The survey contained questions relating to quality of the overall parks system, overall value received from the parks system for each respondent and which amenities residents of Fishers felt they needed. The resulting data was analyzed and the findings were used to develop the plan's policy framework and conceptual park designs.

Survey Results

Each survey response was tallied, graphed and mapped to better analyze the results. In general, the residents of Fishers have a positive rating of the overall park system. 49 percent of the respondents rate the overall condition as "Excellent," 47 percent rate the parks as "Good" and four percent rate the park conditions as "Fair." A few of the survey results are graphically shown below. The full community survey report can be accessed via the Fishers 2040 website.



Percent of Respondents Visiting City Amenities and Facility Needs



VISION AND GOALS SUMMARY

The parks vision statement and goals were developed through a joint effort by the City of Fishers parks advisory committee, the parks and open space task force, the parks & recreation department, the department of community development and input from the community survey. Specific action items to implement the vision and goals are found later in this section.

Parks Vision Statement

Fishers' parks system is a key component of Fishers' cultural identity and important contributor to the community's vibrancy. The parks offer family-friendly community spaces for all generations to enjoy with a mix of recreational opportunities at all locations. The parks enhance Fishers residents' quality of life by providing easy access to community gathering space, healthy lifestyle opportunities, the enjoyment of sustainable natural assets and high quality facilities and amenities. The parks system undergoes continual evaluation and monitoring in order to adapt and meet the needs of the community and offer a variety of amenities that are inclusive to all.

Goals


- 1.** ACCESSIBLE - The parks system offers a broad spectrum of accessible four-season recreational opportunities throughout the city for all ages and abilities.
- 2.** MIXED USE - A mix of amenities, along with active and passive spaces that promote healthy living and educational opportunities are integrated at each site.
- 3.** SUSTAINABLE - Smart and environmentally sustainable design, products and practices are utilized throughout the park system.
- 4.** VIBRANT - Parks are designed to offer a variety of community gathering spaces that celebrate Fishers' vibrant community spirit and identity.
- 5.** SAFE - Public safety is a key consideration in the design, operation and maintenance of all new and redeveloped parks.
- 6.** COLLABORATIVE - Regional assets are leveraged to maximize access to area amenities and foster a seamless network which optimizes the use of all park resources.
- 7.** QUALITY - Innovative practices and partnerships are incorporated within parks' design and construction to ensure the quality and excellence of maintenance may be sustained.





GOALS, OBJECTIVES AND ACTIONS


To achieve the community's vision for parkland and open space, action items are identified for each goal. These are tangible items that help develop the park network and guide policies and programs.


FIVE-YEAR UPDATE All actions were assessed and updated in 2021. The status of each action is noted with an icon.


 Underway (started, but not yet complete)

 Future (not started)

 Future, then maintenance

 Complete

 New (Actions added during the 2021 update)

 Maintenance (currently occurring on a repeating basis)





Goal I: Accessible

The parks system offers a broad spectrum of accessible four-season recreational opportunities throughout the city for all ages and abilities.







Objective 1.1 Provide new facilities and amenities that promote year-round park activity and use.

Status (as of June 2021)

1.1.1. Create innovative spaces and amenities that activate parks during the winter season, including but not limited to sledding hills, ice skating rinks and holiday installments.	
1.1.2. Build new facilities as listed in the parks impact fee study.	
1.1.3. Use art to activate the park spaces by creating interactive art, environmental art and other art pieces into existing and future parks. The art should fit within the context and culture of the surrounding area, yet be creative and vibrant.	
1.1.4. Pursue the possibility of a fee-in-lieu payment option that developers can utilize to reduce their open space requirement. The fee could be used to acquire future parkland or improve conditions at existing parks.	

Objective 1.2 Create innovative facilities, amenities and resources that enhance the use of the park system for all ages of residents.

1.2.1. Install wi-fi, technologically interactive play areas and other amenities that allow users to collaborate and interact with each other.	
1.2.2. Promote recreational opportunities through geocaching and other trending activities.	
1.2.3. Design parks to allow for areas to be repurposed to meet the evolving needs and preferences of the diversifying demographic.	
1.2.4. Maintain awareness of local and national park trends, technological advances and best practices to ensure a state of the art park system.	

- 1.2.5. Assess feasibility of a dog park. ☰
- 1.2.6. Identify opportunities for a tranquility park to promote mental health. ☰

Objective 1.3 Provide pedestrian and bicycle connectivity from the parks to key destinations and residential areas to encourage more people to access the parks using active transportation.

- 1.3.1. Implement the capital improvement projects as outlined in the bicycle and pedestrian master plan. ☰
- 1.3.1A. Prioritize east and west trail connection to the Nickel Plate Trail. ☰
- 1.3.1B. Prioritize city-wide connections that create a trail loop of the overall Parks network. ☰
- 1.3.1C. Identify waterway connections between parks for kayak and canoeing opportunities. ☰
- 1.3.2. Require residential developments adjacent to parks to provide a pedestrian link between the two. ✔
- 1.3.3. Revise the City's Open Space Standards in section seven of the Unified Development Ordinance (UDO) to promote innovative open spaces that focus on quality and character by providing broader, creative standards and options during the development review process. ✔
- 1.3.4. Pursue the feasibility of implementing a bike share program within the parks network. Consider opportunities for a regional bike share program with adjacent municipalities. ☰

Objective 1.4 Integrate the Americans with Disabilities Act (ADA) accessibility requirements and universal design principles in the development of recreational opportunities offered throughout the parks system.

- 1.4.1. Encourage that all new parks and park redevelopment incorporate innovative designs and facilities that go above and beyond existing ADA requirements in order to celebrate Fishers' inclusive culture, such as sensory gardens and wheelchair accessible swing sets. ↻
- 1.4.2. Continue to implement phase one of the City's ADA transition plan within the right-of-way and finalize phase two that incorporates all City facilities, policies and programming. ☰
Also in Transportation
- 1.4.3. Incorporate universal design principals in the development and redevelopment of parks. ↻



Goal 2: Mixed Use

A mix of amenities, along with active and passive spaces that promote healthy living and educational opportunities are integrated at each site.



Objective 2.1 Design new parks and redevelop existing parks to optimize opportunities for both active and passive spaces and a mix of amenities.

Status (as of June 2021)

<p>2.1.1. Update the existing parks and recreation facilities plan based on new community data and incorporate into the Fishers 2040 Plan as one comprehensive document.</p>	
<p>2.1.2. Acquire additional land for future parks that can be easily designed and developed to include a variety of both active and passive uses.</p>	
<p>2.1.2A. Inventory where private neighborhood parks currently exist in North Central Fishers and pursue feasibility of acquiring park land to incorporate into the overall parks network.</p>	
<p>2.1.2B. Pursue acquisition of land off the Nickel Plate Trail for pocket park opportunities.</p>	
<p>2.1.3. Regularly assess usage of park facilities and fields to understand community needs.</p>	

Objective 2.2 Design parks and provide resources that optimize public health.

<p>2.2.1. Install facilities and amenities that encourage exercise including but not limited to paved trails, outdoor fitness equipment and athletic fields.</p>	
<p>2.2.2. Partner with the City of Fishers Health Department to promote the parks system.</p>	
<p>2.2.3. Create a map and brochures that identifies ease of use or other fitness metrics (such as distance, terrain type, etc) for each facility within the bicycle and pedestrian network.</p>	

Goal 3: Sustainable

Smart and environmentally sustainable design, products and practices are utilized throughout the park system.








Objective 3.1 Parks will be designed to integrate low impact development (LID) practices and sustainable design.

<p>3.1.1. Create incentives for developers to utilize LID designs to mitigate stormwater in environmentally sensitive and smart ways.</p>	<p>moved to housing chapter</p>
<p>3.1.2. Develop a park to showcase LID and sustainable design to encourage the community to embrace sustainable practices.</p>	

Objective 3.2 Utilize best practices for the installation and maintenance of sustainable products and practices for City-sponsored and maintained projects.

3.2.1. Train staff on best practices for the installation and maintenance of sustainable products and practices to optimize their effectiveness and longevity.	
3.2.2. Monitor the use of sustainable products and practices to assess their effectiveness and refine best practices.	
3.2.3. Incorporate and maintain native plantings and no mow areas into the parks, as appropriate.	
3.2.4. Provide more opportunities for citizen involvement in environmental sustainability, such as providing for recycling at city events and around the community.	

Objective 3.3 Provide additional parkland acreage, amenities, access and environmental protection along the city's natural features, including the White River, Geist Reservoir and other waterways.

3.3.1. Acquire land along Geist Reservoir, the White River and creeks as prioritized in the land acquisition analysis.	
3.3.2. Construct greenways and trail connections per the bicycle and pedestrian master plan to create a seamless network that links the city's natural amenities.	
3.3.3. Partner with private organizations and businesses near natural amenities, such as Conner Prairie and the Indianapolis Sailing Club, to provide better access to natural features, enhance connections between the parks and greenways network and mitigate environmental impacts.	
3.3.4. Preserve mature trees and the city's tree canopy through policy requirements, incentives and other innovative measures.	
3.3.5. Inventory, monitor and track health of the city's trees and endangered species.	


GOAL 4: Vibrant





Parks are designed to offer a variety of community gathering spaces that celebrate Fishers' vibrant community spirit and identity.



Objective 4.1 Utilize consistent branding at all parks and along greenways to foster a strong sense of community and create an easily recognizable visual cues for park users.

Status (as of June 2021)

4.1.1. Create and install a consistent and vibrant wayfinding signage design for use in all the parks and along all the greenways.	
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4.1.1A. Establish a phasing plan and budget for wayfinding signage	
4.1.1B. Design a wayfinding signage system	
4.1.2. Create and install a park and greenways network map at all park locations to show the connections within the parks network. Consider cost savings opportunities such as in-house design and fabrication.	
4.1.2A. Integrate relevant technology into park maps and signage such as QR codes, digital counts, trail mileage and minutes of travel time.	

Objective 4.2 Design parks to optimize and integrate vibrant elements which celebrate a strong sense of place reflecting the city’s focus on innovation and entrepreneurship.

4.2.1. Incorporate landmark elements within the parks that convey Fishers’ unique sense of place.	
4.2.2. Partner with business community leaders and the arts community to install public art in parks.	
4.2.3. Identify and design additional civic spaces within the parks that are conducive for events, festivals and other community gatherings.	
4.2.4. Determine need and potential locations for providing an indoor community recreation and events facility.	
4.2.5. Implement the priorities identified in the Fishers Art & Culture Master Plan in coordination with park design use and programming.	
4.2.5A. Identify and promote available spaces for the performing arts community to rent or utilize.	
4.2.5B. Establish a City grant program under the Arts & Culture Commission to provide funding opportunities to the arts community.	
4.2.5C. Pursue programming of multi-cultural events including music, food, etc.	



Goal 5: Safe

Public safety is a key consideration in the design, operation and maintenance of all new and redeveloped parks.



Objective 5.1 Design and operate parks to maximize public safety incorporating clear wayfinding, lighting, visual accessibility and by promoting responsible use of the amenities and facilities.

Status (as of June 2021)

5.1.1. Install consistent wayfinding to ensure people can navigate the parks effectively and safely.	duplicate of 4.1.1
5.1.2. Provide additional lighting in parking lots, trail heads and around buildings that are used when the park is dark.	
5.1.3. Design parks to minimize areas which are visually isolated from the public view.	

5.1.4. Work with neighborhood organizations and homeowner associations to create a Friends of the Parks initiative to engage residents to help monitor and maintain their local parks.



Previously mentioned actions

- 4.1.1 Install wayfinding signage

Objective 5.2 Continue to patrol city parks and enforce dawn to dusk restrictions.

5.2.1. Strategically patrol parks, particularly during large events and after dark.



5.2.2. Evaluate the record of incidents in each park to evaluate whether park rangers are warranted or if adjustments in the amenities and facilities are needed to enhance public safety.



Goal 6: Collaborative

Regional assets are leveraged to maximize access to area amenities and foster a seamless network which optimizes the use of all park resources.



Objective 6.1 Continue to work with adjacent municipalities and jurisdictions to ensure connectivity to regional or unique park assets.

Status (as of June 2021)

6.1.1. Collaborate with adjacent municipalities to identify opportunities to enhance accessibility to regional park assets such as Indianapolis’ mountain bike trails at 96th Street and Allisonville Road or the White River Park in Noblesville.



6.1.2. Collaborate with Hamilton County and adjacent counties and local townships to identify opportunities for partnerships that support the regional park system.



6.1.3. Explore consolidation of resources and management among city, county and township parks.



6.1.4. Design and construct regional connections identified in the Bicycle and Pedestrian Master Plan.



Objective 6.2 Pursue public-private partnerships with regional partners to sustain and enhance a seamless regional system.

6.2.1. Partner with the Central Indiana Land Trust to lease natural areas to offer public trails and interpretive education.



6.2.2. Partner with Hamilton County Tourism Inc to actively participate in regional tourism initiatives that promote the park system.






6.2.3. Partner with the regional healthcare network to spread awareness of the parks network and benefits of using parks.



6.2.4. Identify other potential partners in the region to enhance the overall regional parks system.



<p>6.2.5. Partner with neighborhood organizations and homeowner associations to identify, digitize and track the privately owned and maintained parks within neighborhoods. This data should be included in future parks-to-residents ratio calculations.</p>	
<p>6.2.6. Partner with the Fishers Parks Foundation to coordinate fundraising, grant applications and other park initiatives.</p>	
<p>6.2.7. Continue collaboration with Hamilton Southeastern School District to provide educational and recreational opportunities and maintain open space.</p>	





Goal 7: Quality

Innovative practices and partnerships are incorporated in parks to ensure the quality and excellence of maintenance may be sustained.







Objective 7.1 Pursue partnerships to help cover the cost of maintaining the trails and parks.

Status (as of June 2021)

<p>7.1.1. Collaborate with the business community and service clubs to identify opportunities for donations to help sustain the level of service.</p>	
<p>7.1.2. Liaise with other innovative municipalities to determine successful ventures which may work in Fishers.</p>	
<p>7.1.3. Provide a financial analysis of projected need to maintain park network and identify future revenue sources.</p>	
<p>7.1.4. Utilize the volunteer community within Fishers to coordinate regular beautification and maintenance events within the parks network.</p>	

Objective 7.2 Incorporate the use of innovative sustainable products and practices which will optimize the use of limited maintenance resources.

<p>7.2.1. Plant areas of indigenous plantings in some areas of the parks to reduce costs over time and to increase the natural areas in the park system.</p>	
<p>7.2.2. Proactively integrate environmentally sustainable best practices and products throughout the parks system such as solar lighting, recycling bins, composting and the use of rain barrels.</p>	
<p>7.2.3. Assess the success of these products and practices to ensure they are achieving the desired outcomes.</p>	
<p>7.2.4. Pursue grant funding for sustainable products and programs.</p>	

LAND ACQUISITION ANALYSIS

Acquisition of future parkland is critical to achieve the vision of the community and meet the needs of the burgeoning population in Fishers. An interdepartmental analysis of existing conditions and forecasted demographics resulted in the creation of a map that identifies areas of preferred target areas for future acquisition. The following section details the analysis.

A Strategic Approach to Future Parkland

The City of Fishers currently maintains a ratio of 6.7 acres of parkland per 1,000 residents. This ratio includes only public parks and not privately owned and maintained parks found in neighborhoods throughout Fishers. The parks & recreation department plans to increase the ratio to 6.75 acres of parkland per 1,000 residents.

In 2014, PolicyAnalytics, LLC conducted population forecasts based on several growth scenarios. Using the Current Growth Model (Scenario B), the city is forecasted to have a population of 131,525 by 2040. With an additional 44,440 residents forecasted to arrive in Fishers over the life of this plan, the parks and recreation infrastructure will need to expand in order to sustain the existing level of service. The City currently maintains roughly 707 acres of parkland*. To meet the parkland per resident ratio goal, the City will need to acquire approximately 179 acres of additional parkland by 2040.

A smart and strategic approach should be taken when acquiring future parkland. Parkland acquisitions should complement the existing park network, address the needs and vision of the citizenry and enhance the

vibrancy of the community. Several factors are included in the analysis of potential acquisition areas:

- Community survey results
- Existing parkland locations and ratios per geographic area
- 2040 park acreage needed per geographic area
- Environmentally sensitive areas
- Proximity to existing and planned bicycle and pedestrian facilities
- Existing undeveloped land

These components were individually analyzed and then several were combined to create a composite map that identifies preferred acquisition areas. While the map identifies preferred target areas, specific properties and parcels have not been identified for future acquisition. This map and analysis should be used as a guide for future decisions; however, opportunities for land acquisition may exist outside of the preferred areas and should be pursued as appropriate.

*2021 estimate of parkland acreage and 2021 population estimate of 100,850 prepared by the city based on approved development.

Existing Parkland Locations and Ratios per Geographic Area

While the City currently maintains a ratio of 6.7 acres of parkland per 1,000 residents, the ratio is a citywide average. The map entitled 2015 Park Acreage and Ratio per Quadrant breaks the city down into quadrants based on merged police service districts in order to analyze how various areas of the city are being served. It tallies the acreage of parks within each quadrant and then shows the overall ratio calculation. The quadrants show a range of ratios:

- Quadrant 1 (northwest portion) – 2.18 acres/1,000 residents
- Quadrant 2 (northeast portion) – 7.26 acres/1,000 residents
- Quadrant 3 (southwest portion) – 10.57 acres/1,000 residents
- Quadrant 4 (southeast portion) – 5.53 acres/1,000 residents

FIVE-YEAR UPDATE

For the 2021 update, a new action item has been added to re-evaluate the parks facilities plan and this parkland ratio analysis using tract-level population data from the 2020 Census. That data was not available at the time of this update.

2040 Park Acreage Needed per Geographic Location

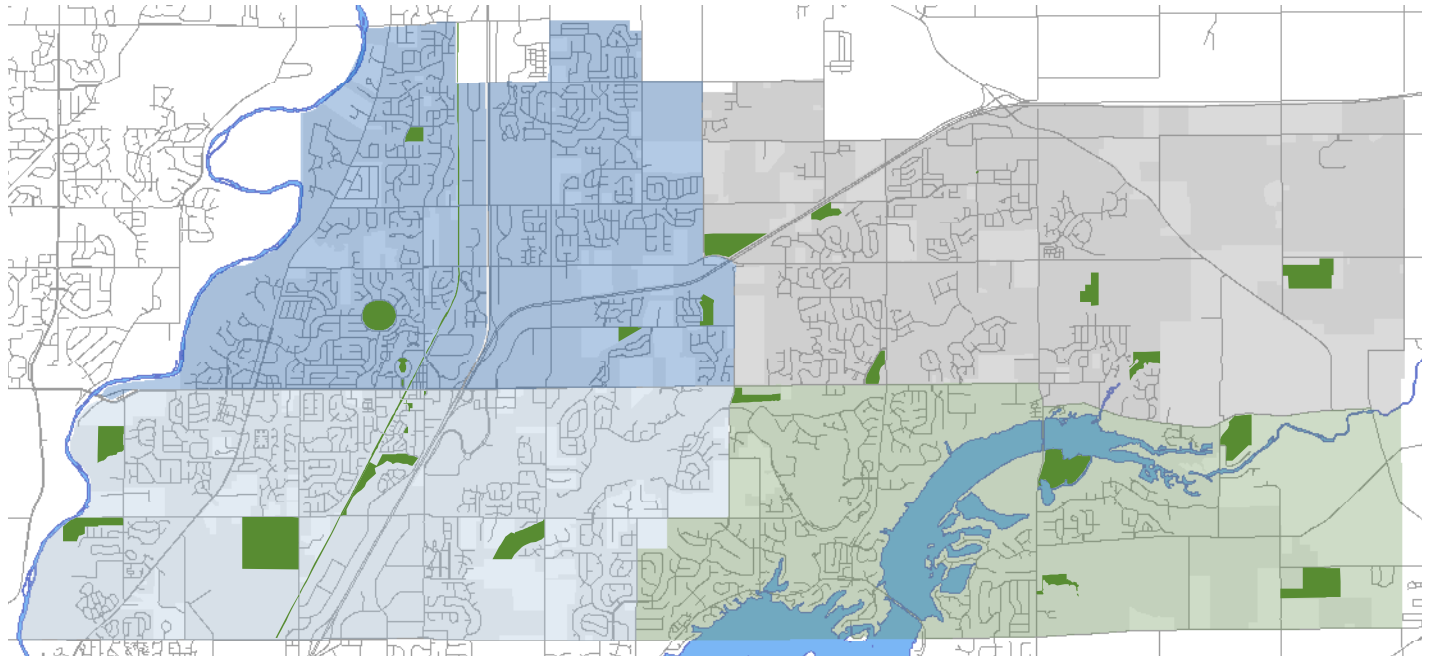
The City's goal is to raise the ratio to 6.75 acres of parkland per 1,000 residents by 2040. While the goal of 6.75 acres per 1,000 residents is meant to be an average goal across the city as a whole, it is beneficial to also analyze the amount of parkland per population in various quadrants of the city. This ensures all corners of the city have access to parkland and a variety of amenity types. To obtain a balanced 6.75 acres per 1,000 residents for each quadrant, additional parkland will need to be acquired in each by 2040. Ratios were calculated to gauge how many additional acres are needed in each quadrant to meet 6.75 acres per 1,000 residents for the future 2040 population growth identified in the study completed by PolicyAnalytics, LLC.

This distribution is meant as a guide and actual ratios from one quadrant to the next may continue to vary based on the needs of the area residents and land availability. The parkland needed to meet 6.75 acres per 1,000 residents for each quadrant:

- Quadrant 1 (northwest portion) – 173.8 acres.
- Quadrant 2 (northeast portion) – 115.8 acres
- Quadrant 3 (southwest portion) – Will have a surplus of 59.4 acres.
- Quadrant 4 (southeast portion) – 106.1 acres



PARK ACREAGE PER QUADRANT (2021)



Park Acreage Per Quadrant (2021)

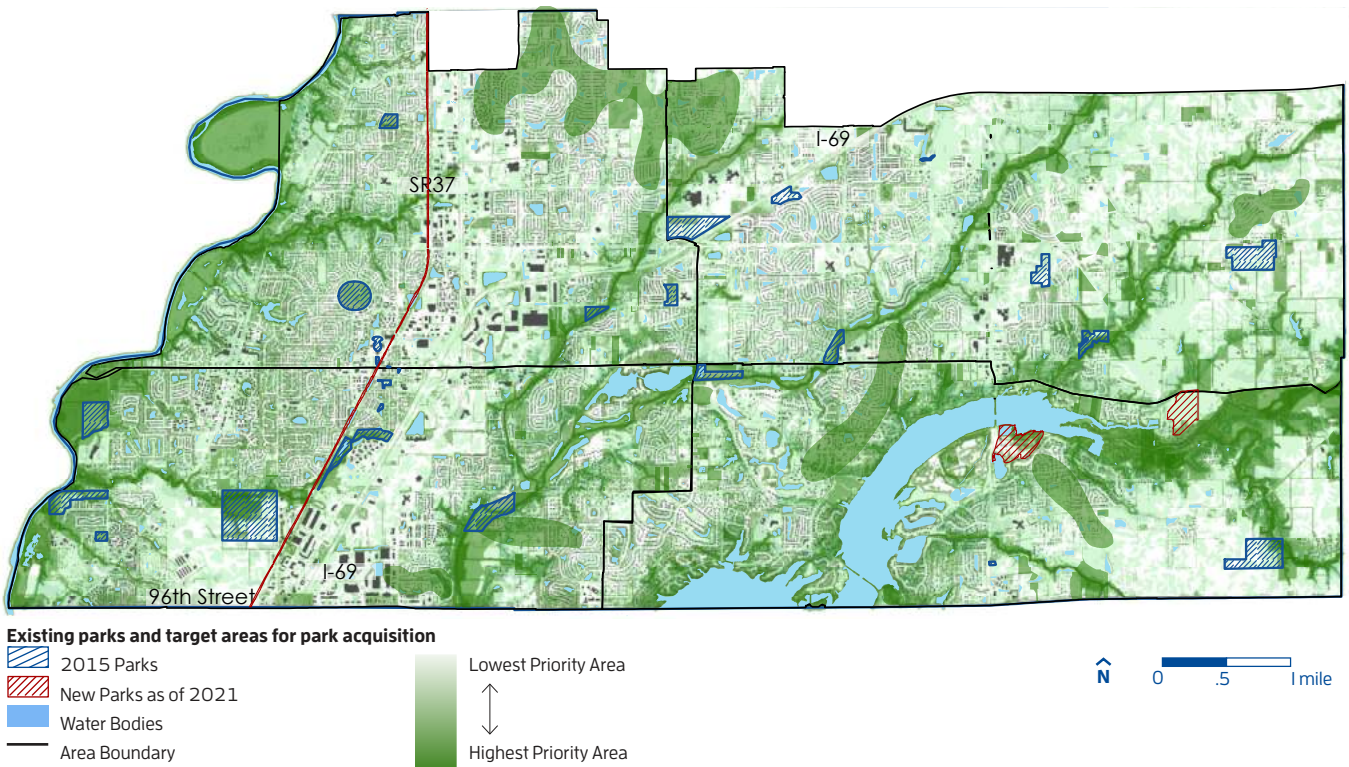
Quadrant One (88.7 Acres)	Quadrant Three (277.8 Acres)	Public Parks
Quadrant Two (156.9 Acres)	Quadrant Four (183.5 Acres)	



Preferred Land Acquisition Target Areas

The composite acquisition map identifies the four quadrants and overlays the environmentally sensitive areas map, the spot analysis from the community survey report, undeveloped parcels that do not have approved plats and the 50 foot buffer surrounding the bike and pedestrian network. The darker green areas contain more of the targeted characteristics identified in the acquisition analysis. While the map identifies preferred target areas, specific properties and parcels have not been identified for future acquisition. This map and analysis should be used as a guide for future decisions; however, opportunities for land acquisition may exist outside of the preferred areas and should be pursued as appropriate.

PREFERRED LAND ACQUISITION TARGET AREAS



Parkland Connectivity

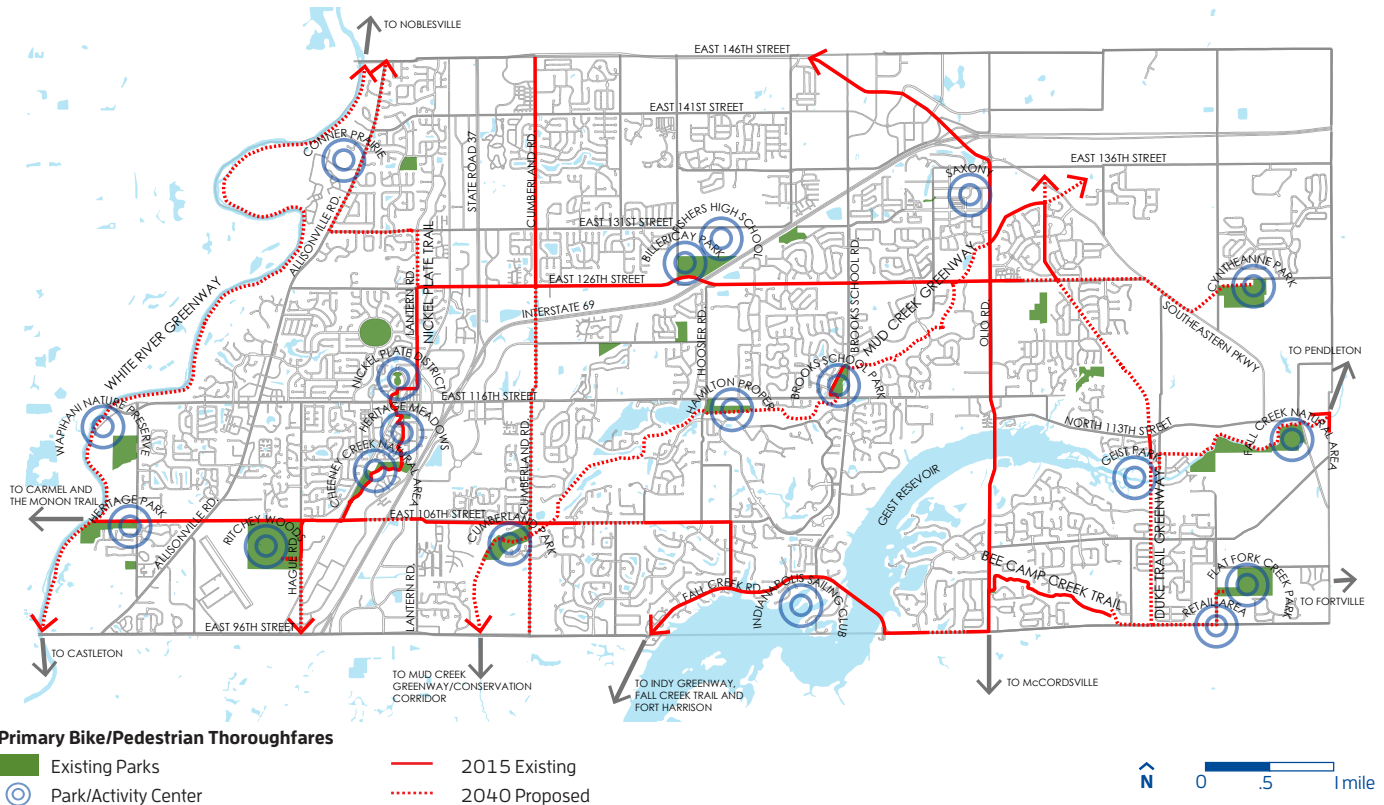
Community and stakeholder input strongly supports the creation of primary east/west and north/south bicycle and pedestrian thoroughfares. These routes would provide vital connections between existing parkland, neighborhoods and activity centers throughout the community.

Greenways can be considered linear parks that connect the overall park system. Many waterways in the region, including the White River and local streams, provide the backbone of the greenways network. The combination of proposed greenways and trails creates a bicycle and pedestrian network that seamlessly connects municipal and regional parks. Greenway and trail design standards can be found in the Bicycle and Pedestrian Master Plan.

The following map identifies primary bicycle and pedestrian thoroughfares that integrate both greenways and shared-use paths along roadways. These key corridors connect many of the existing parks. Special consideration should be given to land acquisition that helps implement the greenways network and provides additional parkland along the thoroughfares. These areas are shown as target areas on the Preferred Land Acquisition Target Areas map.

For the complete bicycle and pedestrian 2040 network map, please refer to the transportation section of this plan. This map only includes potential primary thoroughfares. Thoroughfare alignments are subject to change as constraints arise or needs evolve.

PRIMARY BIKE / PEDESTRIAN THOROUGHFARES



PARK DESIGNS

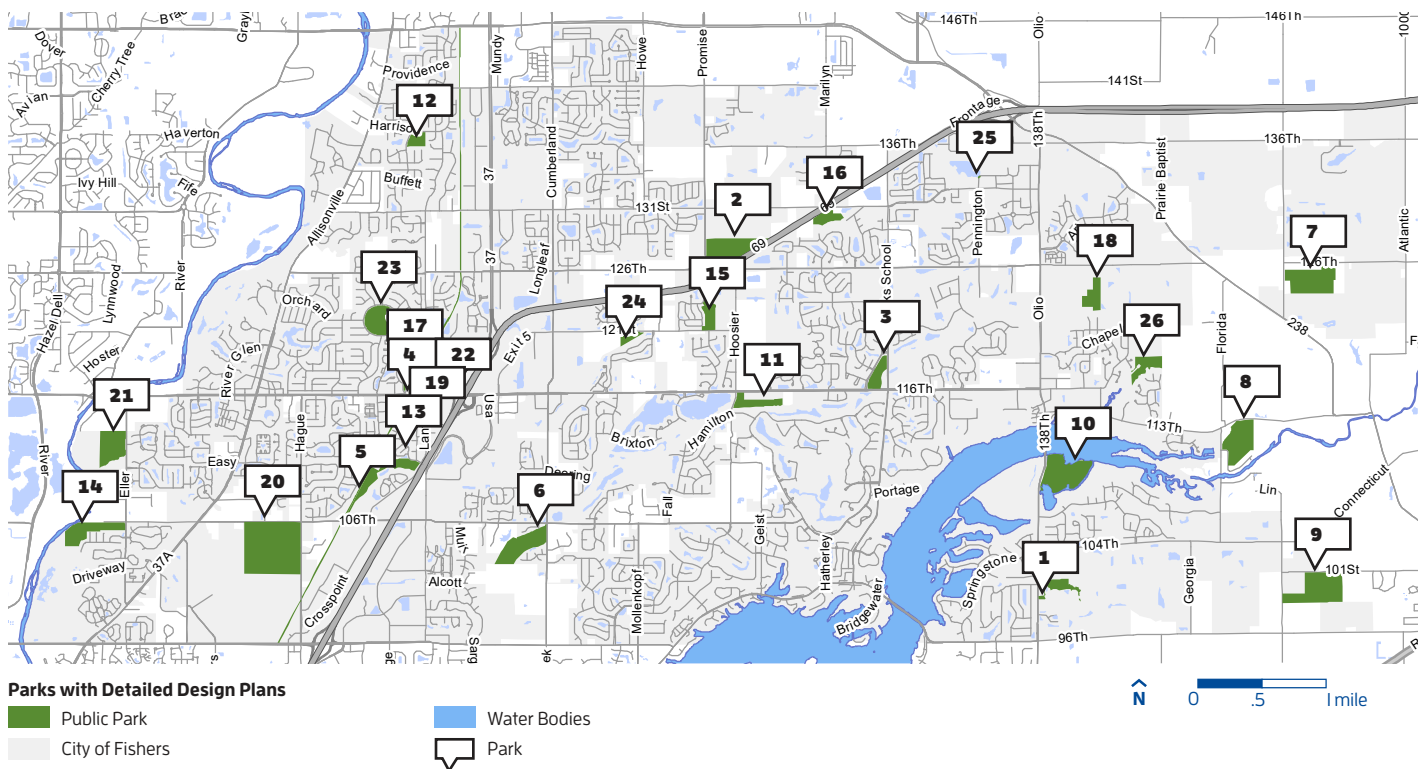
The parks and recreation facilities plan includes designs for existing and planned parks in the City of Fishers.

Each park has a conceptual plan formed from input from the City of Fishers' public works, parks and recreation and community development staff, the ETC community survey responses, site visits and guidance from the parks advisory committee and the parks and open space task force. These concepts are intended to guide the design for each park and are subject to change as needs evolve

and the individual designs proceed through the development approval process. Fishers 2040 does not prioritize park improvement projects. Specific park improvements are detailed and prioritized in the City's capital improvement program and park impact fee list of projects. **The park designs are listed below.**

- | | | |
|--------------------------------------|---|--|
| 1. Bee Camp Creek Trailhead | 10. Geist Waterfront Park | 19. Pocket Park |
| 2. Billericay Park | 11. Hamilton Proper Park | 20. Ritchey Woods Nature Preserve |
| 3. Brooks School Park | 12. Harrison Thompson Park | 21. Riverside Fields |
| 4. Central Green | 13. Heritage Meadows | 22. Rotary Park |
| 5. Cheeney Creek Natural Area | 14. Heritage Park at White River | 23. Roy G. Holland Memorial Park |
| 6. Cumberland Park | 15. Hoosier Woods | 24. Sand Creek Natural Area |
| 7. Cyntheanne Park North | 16. Mudsock Fields | 25. Saxony Beach |
| 8. Fishers AgriPark | 17. Nickel Plate Amphitheater | 26. Thorpe Creek Natural Area |
| 9. Flat Fork Creek Park | 18. Olio Fields | |

PARKS WITH DETAILED DESIGN PLANS



6

SUMMARY & IMPLEMENTATION

The comprehensive plan is a working document that provides direction and assists decision makers with short and long range choices for improving the quality of life in Fishers. This chapter includes guidance on managing and using the plan. It also includes a summary of objectives and actions.

INTRODUCTION

Fishers 2040 establishes the vision and roadmap for a smart, vibrant and entrepreneurial city. This plan is meant to be a working document that provides direction and assists decision makers with short-term and long-range choices for improving the quality of life in Fishers. Implementation will involve a host of City departments, boards and commissions, regional partners, non-profits, businesses and citizens. This chapter includes a summary of goals and integrated action items for how we can achieve the vision for Fishers 2040.

Fishers 2040 Vision

The City of Fishers is a **smart, vibrant and entrepreneurial** city that provides an exceptional quality of life and fosters a culture of innovation and resiliency.

Summary of Goals

What does a smart, vibrant and entrepreneurial community look like? The goals across land use, residential standards, transportation and parks and open space can be summarized in five key themes, including:

- Connected
- Innovative
- Resilient
- Accessible
- Sustainable

Fishers will be a **connected** community with a strong sense of place, inviting streetscapes and building designs, linked trails and a well-planned road network.

Fishers will celebrate and encourage **innovative** and diverse designs in our built environment and use of open space that complement and support our entrepreneurial culture.

Fishers will be **resilient**, maintaining vibrancy and withstanding the tests of time through thoughtful planning and focused reinvestment and maintenance.

Fishers will be **accessible** and welcoming to all who wish to create their life in Fishers as a city of

opportunity and quality for all ages, stages and abilities of life.

Fishers will be a **sustainable** community, both financially and in our stewardship of the ecological and built environment through diverse land use, quality construction and proactive maintenance strategies.



Action Items with this symbol are noted as contributing Action Items to the City's ongoing Environmental Working Group and are summarized on page 120.









Action Items with this symbol are noted as contributing Action Items to the City's ongoing Mental Health Action Group and are summarized on page 134.

SUMMARY OF ACTION ITEMS

This section summarizes all action items in the plan. It is organized in two parts: 1) strategic actions that are intended to be completed during the plan’s lifespan; and 2) maintenance actions that are ongoing and would be continued into the future. The actions are organized by chapter and each indicates the status and groups responsible for leading and supporting implementation.

Action Status

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance (yet to be started, would become maintenance)
-  Complete
-  New (Future actions added during the 5-year update in 2021)
-  Maintenance (currently occurring on a repeating basis, to be maintained)

Responsibility

To assist with implementation, responsibility will be assigned to each action item. Staff will identify and complete the “Lead by” and “Supported by” fields following adoption.




Status, Notes, Lead by and Supported by updated December 2023.

City Departments Include:

Planning & Zoning (P&Z), Engineering (Eng), Fishers Parks (Parks), Economic Development (ED), Information Technology/ GIS (IT), Health Department (Health), Permitting & Inspection (P&I), Community & Public Relations (C&PR), Police Department (PD), Fire Department (Fire), Department of Public Works (DPW), Legal Department (Legal), Controllers Office (Controller) & Business Solutions Group (BSG)




Strategic Actions

Future Land Use

	Status	Notes	Lead by	Supported by
Zoning Map Updates				
LU-1.1.1. Update the zoning map to create mixed use nodes that align with the future land use map.			P&Z	IT
LU-1.3.2. Develop a strategy to align the zoning map with the future land use map.			P&Z	IT
LU-3.3.3. Develop a policy for sunset dates in PUD so that when a development does not occur within a specified period of time, the PUD expires and the land returns to use identified by the future land use map.		UDO Section 10.2.16.1.	P&Z	IT

UDO Updates



LU-1.3.1. Update the UDO to define updated land use categories.			P&Z	IT
PK-3.3.6. Update the UDO to include standards for protection of lands designated on the open space overlay in the future land use map.			P&Z	IT
PK-1.3.3. Revise the City’s Open Space Standards in section seven of the Unified Development Ordinance (UDO) to promote innovative open spaces that focus on quality and character by providing broader, creative standards and options during the development review process.		UDO Section 8.4.6.D.	P&Z	

Strategic Actions

Future Land Use

	Status	Notes	Lead by	Supported by
Area Planning and Topics for Future Study				
LU-2.1.7. Identify future redevelopment areas and areas for special study. Example: Area north of I13th Street, between Florida Road and Southeastern Parkway.		2022 Allisonville Corridor Study	P&Z	Eng, ED
LU-3.2.3. Study new land use opportunities along the Nickel Plate Trail		Hub & Spoke, Nickel Plate Station, First Internet Bank, Hotel Nickel Plate, Techway	ED	P&Z, Eng, Parks
LU-3.2.4. Study land uses along waterway and other natural resources for environmental protection		2024 Fishers White River Park	Parks	P&Z, DPW, Eng, Health
LU-3.4.1. Identify potential changes to land use policies that would improve environmental sustainability and public health.		Solar Panels permitted per UDO, EV Charging Stations required for Multi-Family	Parks	
LU-1.2.1. Develop a strategy for regional mixed use and neighborhood mixed use categories in the City's development standards to reflect the success of areas such as Saxony and the Nickel Plate District.		Fishers White River Park	P&Z	P&Z, DPW, Eng, Health
LU-1.2.2. Create a plan for the undeveloped land northwest of Allisonville Road and 96th Street that incorporates a mix of uses.		2022 CRG River Place Development	ED	P&Z, Eng, Parks
LU-1.3.3. Assess opportunities for future redevelopment at I31st Street and Brooks School Road area.		2021 Comp Update designated as Core Residential	ED	P&Z
LU-1.3.4. Assess opportunities to integrate attached residential product within a mixed use development at the northeast corner of Hoosier Road and I16th Street.		2021 Comp Update designated as Core Residential & Open Space	ED	P&Z, Parks, Eng
LU-2.1.3. Create a plan for the State Road 37 corridor to set a vision for future redevelopment and attract future employment.		2021 Comp Update designated as Employment Node SR 37 Project Underway	P&Z	P&Z, DPW, Eng, Health
LU-2.1.5. Create a plan for the area of land south of I26th Street between State Road 37 and Interstate 69 to set a vision for future redevelopment and attract future employment.		Fishers Life Science & Innovation Park	ED	P&Z
LU-2.1.6. Create a plan for the areas of land south of Interstate 69 between Olio Road and Atlantic Road to set a vision for future redevelopment and attract future employment.		2021 Comp Plan designated as Suburban Residential & Flex Employment / R+D. Abbott Commons rezone approved	P&Z	ED, Eng

Strategic Actions

Future Land Use

	Status	Notes	Lead by	Supported by
LU-3.1.3. Assess opportunities for a future neighborhood mixed use node near Southeastern Parkway and Atlantic Road.		2021 Comp Update designated as Neighborhood Service Center & Suburban Residential	P&Z	
LU-1.2.3. Create a plan for future redevelopment of the Lantern Road corridor between 116th Street and Fishers Point Boulevard to encourage reinvestment that extends the character of the Nickel Plate District.		2021 Comp Update designated as Regional Mixed-Use & Core Residential. Pullman Pointe Built.	ED	P&Z, Eng
LU-2.1.2. Create a plan for the airport property that incorporates a mix of uses and increase opportunities for employment.		2023 Metro Park Building 1 & 2 Complete, Andretti Global HQ underway	ED	P&Z, Eng

Strategic Actions

Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
Housing and neighborhood design innovation				
HN-2.2.1. Form a housing task force that analyzes housing needs in the City of Fishers and broader housing trends, and makes recommendations to address needs and opportunities.		2021 / 2022 Housing Needs Analysis & Strategy	P&Z	Health
HN-2.2.2. Evaluate current method of plan review and explore how to improve the system to encourage innovative housing and neighborhood design.		2023 Architectural Consulting Services under contract	P&Z	Health
HN-2.1.3. Introduce a design award program to recognize, celebrate, and incentivize innovation in the design and/or redesign of housing and neighborhoods. Utilize city media channels to recognize innovation and promote civic pride.			P&Z	
Revitalization and upkeep of existing neighborhoods				
HN-3.1.9. Expand the matching grant program or establish separate grant programs to fund home repairs, including exterior repairs for owner occupied and rental properties; to developers to provide new affordable housing or to renovate existing housing that meets affordability criteria; and to retrofitting of existing housing for ADA or universal access.		2023 Vibrancy Grant increased to \$750K for more impactful projects	P&Z	ED, C&PR
HN-3.1.10. Work with HOA's, homeowners, and landlords to identify needs in existing neighborhoods and create programming or resources for maintenance and revitalization of neighborhoods.		2022 Twilight Town Hall, Monthly HOA newsletter, 2024 HOA resource	P&Z	C&PR, Health
HN-3.1.11. Form a rental and landlord registry to help monitor property conditions to make sure that rental properties are being properly maintained.		Recommendation from Housing Needs Analysis & Study	P&Z	P&I, BSG

Strategic Actions

Housing and Neighborhoods

Status Notes Lead by Supported by

Revitalization and upkeep of existing neighborhoods



HN-3.1.6. Research the creation of a revitalization incentive or credit that can be provided to homeowners reinvesting in their homes, neighborhoods and in our community.



Neighborhood Vibrancy Grant

P&Z

DP, C&PR, Health

HN-5.1.2. Explore incentives to encourage timely property maintenance.



Commercial Property Maintenance Code Update

P&Z

Sustainability

HN-5.1.5. Develop a set of best practices the City should pursue to conserve and protect Fishers' natural systems.



P&Z, DPW, Parks



HN-5.1.6. Monitor emerging trends in energy technologies to assess whether new products or practices could help to optimize resource management in Fishers.



2023 Duke Energy Fleet Electrification Assessment

DPW, BSG

P&Z

UDO Updates

HN-2.1.10. Revise the UDO to encourage landmark local building materials and the integration of art within new developments.



15+ Public Art projects since 2016

P&Z

HN-4.1.2. Review the standards in the UDO to ensure they encourage a diversity of redevelopment, mixed use development and infill. Consider appropriate targeted revisions.



2025 UDO Update

P&Z



HN-5.1.3. Revise the UDO to encourage the use of low impact development (LID) practices in the design, construction and maintenance of residential neighborhoods, redevelopment sites and in mixed use areas.



2025 UDO Update

P&Z

Eng



HN-1.1.2. Require the developer to provide the complete network of sidewalks required by the UDO or PUD, to be installed no later than two years after construction started.



UDO Section 8.2.6. Pedestrian Network

P&Z

Eng, Health



HN-1.1.4. Revise the standards in the UDO to ensure neighborhoods and mixed use developments are required to provide connections to the surrounding residential neighborhoods.



Neighborhood Vibrancy Grant

P&Z

Health

HN-2.1.1. Revise the standards in the UDO to ensure open spaces are designed to fulfill purposeful functions within the context of the specific neighborhood, the community and the region.



UDO Section 8.4.6. (in general, D specifically)

P&Z

HN-2.1.2. Revise the standards in the UDO to require purposeful elements such as storm water management, tree preservation, recreational amenities, art installations, gardens, native plantings and/or linear trails.



UDO Section 8.4.7. and Sec. 6.15.2

P&Z

Strategic Actions

Housing and Neighborhoods

Status Notes Lead by Supported by

UDO Updates



HN-2.1.4. Provide an option to lower the overall percentage of open space required in a specific development if it is activated with multiple elements such as public art, recreational amenities, environmental best practices and facilities which promote social interaction for all ages and abilities.



UDO Section 6.15.2. Public Art
25% Open Space Reduction option

P&Z

Health

HN-2.1.5. Assess whether it would be appropriate for select commercial developments to contribute to the City's open space network.



Example - CRG Residential White River Park

P&Z

HN-2.1.7. Update the existing UDO standards to offer a broader range of options for how the City's residential open space requirements may be met.



UDO Section 8.4.6.D.

P&Z

HN-2.1.8. Add a payment-in-lieu option when the City determines there is ample open space in close proximity to the new development.



UDO Section 8.4.6.G. & Sec. 6.9.3

P&Z



HN-3.1.2. Revise the standards in the UDO to ensure the use of quality building materials and construction practices.



P&Z

HN-3.1.7. Establish a committee to focus on the architecture standards of new construction homes and make recommendations for a revised residential standards to achieve high quality, long-lasting building.



2023 Architectural Consulting Services under contract

P&Z

HN-3.1.8. Establish a committee to focus on commercial construction and redevelopment standards for our community and make recommendations on how to employ these standards through economic development, incentives and/or zoning changes.



Fishers Redevelopment Commission

ED



HN-5.1.1. Review the standards in the UDO and in other City ordinances to ensure lasting, sustainable building materials are required. Identify and revise any standards that don't meet this goal.



2023 UDO Overhaul underway

P&Z

HN-5.1.7. Revise UDO to encourage connectivity of natural areas and open space and recreational amenities to neighborhoods



UDO Section 8.4.6.A

P&Z



HN-5.1.8. Revise the UDO to promote green building practices to maximize energy efficiency, waste reduction, pollution prevention and occupant health.



2023 UDO Overhaul underway

P&Z

Strategic Actions

Transportation

	Status	Notes	Lead by	Supported by
UDO Updates				
TR-1.1.3. Create clear time frames for completion of all actions.		2024 Annual Progress Update	P&Z	All Departments
TR-5.1.1. Complete comprehensive plan.		Annual Progress & 5 Year Update	P&Z	All Departments
Communication and Education				
TR-1.2.1. Community development and engineering departments to review and document completed projects and review upcoming projects (for tracking of progress).		Capital Projects Dashboard & Development Dashboard	Eng, P&Z	
TR-1.3.2. Discuss and update residents about infrastructure projects in a mailed city publication.			Eng	C&PR
TR-3.3.1. Create materials and signage to alert drivers of the driver's shared responsibilities as a roadway user and that they must share the roadway with bicyclists.		Nickel Plate Trail Crossings & Community Education	Eng, P&Z	C&PR
TR-3.3.3. Raise awareness to the bicycling community of the bicyclists' responsibilities as a roadway user.			Eng	P&Z, DPW
TR-3.3.4. Create materials to alert residents how it is appropriate and lawful to use shared-use paths, bike lanes and sidewalks.			Eng	P&Z, DPW, C&PR
TR-5.2.5. Provide parking identification signage for public parking in urban areas.		2021 NPD On-Street public signsparking	P&Z	DPW, Eng
TR-1.3.1. Publicize the availability of Drive Fishers alerts.			Eng	C&PR
TR-4.1.2. Assign a single point of contact for ADA and Title VI challenges in Fishers.		Ross Hilleary, Director of Planning & Zoning	P&Z	C&PR, Parks, DPW, Eng
UDO Updates and Standards				
TR-5.1.2. Update the UDO to encourage mixed-use designs and require connected bicycle, pedestrian and automotive networks. These standards must also support future public transit systems.		Connected Roadways & Pedestrian Paths required	P&Z, Eng	
TR-4.2.2. Study the feasibility of requiring universal transportation design standards or other emerging design standards within the City.			Eng	
TR-8.1.4. Evaluate the City's design standards to ensure infrastructure built by new development will have a long life span.			Eng	

Strategic Actions

Transportation

Status Notes Lead by Supported by

UDO Updates and Standards (continued)

TR-8.2.2. Require larger development projects to help improve the roadways at the time of construction.



UDO Section 8.3.1

P&Z, Eng

TR-8.3.1. Update the UDO to discourage the future use of cul-de-sacs in residential development to improve connectivity and reduce city expense when plowing roads.



UDO Section 8.3.2.10.

P&Z, Eng

TR-9.2.2. Update bicycle parking requirements in the UDO to encourage active transportation options in key areas and better address anticipated demand.



UDO Section 6.11.6.

P&Z

Eng



TR-9.5.1. Adopt low-impact (LID) development standards in the UDO.



2025 UDO Update P&Z

TR-2.1.1. Amend the UDO to limit the amount of cul-de-sacs in new development and require road connections to surrounding parcels and neighborhoods wherever possible.



UDO Section 8.2.3. Blocks & 8.3.2.B.10.

P&Z, Eng

TR-2.1.2. Amend the UDO to reduce allowable length of cul-de-sacs.



UDO Section 8.2.3.C.

P&Z

TR-2.1.3. Amend the UDO to require commercial developments to provide connections to adjacent properties.



UDO Section 6.11.3.F.

P&Z

TR-2.2.3. Amend UDO to require pedestrian connections between subdivisions during planning process and to adjacent uses wherever appropriate.



UDO Section 8.4.6.A

P&Z

TR-2.2.5. Design trails and sidewalks to allow space for pedestrians and cyclists to pass one another.



Shared Use Path & Greenway Design Standards

P&Z

TR-2.3.1. Require roadway designs that reduce the speed of through traffic.



Eng

P&Z

TR-2.3.2. Require new stub streets to have signage to notify adjacent homeowners a future roadway will connect.



UDO Section 8.3.2.11.

P&Z

Eng

TR-5.3.2. Require new development to provide bike and pedestrian facilities during the TAC review.



UDO Section 8.4.6.D.

P&Z, Eng

TR-6.2.2. Update design standards to require roadway and trail infrastructure that is thicker and lasts longer.



2021 Construction Detail Update

Eng

TR-10.3.1. Require development to incorporate stub streets and pedestrian connections.



UDO Section 8.3.2.11.

P&Z, Eng

Strategic Actions

Transportation

	Status	Notes	Lead by	Supported by
Infrastructure – Pedestrian, Bicycle, Trails				
TR-7.1.1. Prioritize filling gaps in the network before upgrading an existing sidewalk or path, when possible.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
TR-7.1.1A. Complete trail gap analyst.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
TR-7.1.1B. Prioritize trail gaps.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
TR-7.1.1C. Identify funding opportunities to start closing trail gaps.		2022 Next Level Trail funding	P&Z, Eng	
TR-5.3.1. Focus on creating key development nodes that provide a high standard of bicycle and pedestrian connectivity, such as in the Nickel Plate District, I06th Street corridor and Saxony District.		Nickel Plate District and NPT Plaza Completed in 2022	Eng, Parks	P&Z
TR-9.1.1. Locate key street corridors to provide bike connectivity with particular attention to creating continuous north-south and east-west routes with on-street and off-street options.		Nickel Plate Trail and Geist Greenway construction underway	Eng	P&Z, DPW
TR-2.2.2. Explore topic of Safe Routes with Hamilton Southeastern Schools and viability of working toward grant funding for infrastructure and non-infrastructure improvements to increase walkability within neighborhoods surrounding schools.		2023 Safe Routes to School Grant, 2024 Safe Streets for All Grant, Safe Streets & Trails Plan	P&Z, Eng	
TR-2.2.6. Study the I-69 and E I16th Street INDOT interchange to see how robust pedestrian amenities can be added or modified, connecting the Nickel Plate District on the west to Fishers District on the east.			Eng	P&Z
TR-3.1.10. Study the I-69 corridor specifically from Exit 205 (E I16th Street) to Exit 210 (Southeastern Parkway) as it relates to pedestrian connectivity over I-69.			Eng	P&Z
TR-2.2.7. Study and prioritize pedestrian connectivity on the east side of I-69 from 96th Street to E I21st and from I-69 to Cumberland.			Eng	P&Z
TR-2.4.1. Study an additional vehicular connection across the White River at key locations with adjoining municipal and county stakeholders.			Eng	P&Z
TR-2.4.2. Study pedestrian connectivity across the White River at key locations with adjoining municipal and county stakeholders		White River regional initiative (WRRRI) through the Indiana READI grant	Eng	P&Z, ED
TR-3.1.2. Expand and implement the Americans with Disabilities Act (ADA) Transition Plan.		2022 Next Level Trail funding	P&Z, Legal	Parks
TR-3.1.8. Investigate using raised crossings, pedestrian curb extensions and other traffic calming and pedestrian safety devices where high pedestrian travel is expected.		NPT raised crosswalks at Hauge, I06th, Fishers Pointe, South, North, Lantern, I26th, I31st, I41st Streets	Eng	P&Z

Strategic Actions

Transportation

Status Notes Lead by Supported by

Infrastructure – Pedestrian, Bicycle, Trails (continued)				
TR-4.3.1. Retrofit existing intersections or install traffic calming where pedestrian travel is encouraged.		Raised Crosswalks at Cyntheanne Rd & Southeastern Pkwy Roundabout	Eng, DPW	P&Z
Infrastructure – streets and traffic				
TR-3.1.9. Ensure that all primary and secondary arterial intersections are properly lit.			Eng, DPW	P&Z
TR-3.2.4. Study the I-69 corridor specifically from Exit 205 (E I16th Street) to Exit 210 (Southeastern Parkway) as it related to vehicular connectivity both existing and proposed interchanges.		Thoroughfare Plan includes future interchange at Cyntheanne Rd, north of Southeastern Pkwy	Eng, DPW	P&Z
TR-4.2.4. Consider future transit facilities when upgrading infrastructure.			Eng, DPW	P&Z
TR-10.1.1. Expand on the signal modernization system used on I16th Street and other major corridors where congestion is a primary concern, if necessary.			Eng, DPW	
TR-3.2.2. Widen roadways with substandard lane widths.				
TR-3.2.3. Inventory locations where sight distances may be impaired.		During the design/ review, Eng requires proper sight distance to be provided at intersections. On existing intersections, engineering is creating a catalog for purposes of improving.	Eng	
TR-3.1.1. Replace stop sign controlled railroad crossings with gates and lights or pedestrian signals.		Nickel Plate Trail intersection improvements	Eng,	
Area planning and focused investment				
TR-5.4.1. Prepare small area plans for the airport property, I16th Street at Allisonville Road, State Road 37 Corridor and Fall Creek Road at Brooks School Road.		2022 Allisonville Rd Corridor Study, SR 37 Improvements Plan, Airport Master Plan	P&Z, ED	Eng
TR-5.4.2. Update the master plan for the Nickel Plate District focusing on South Street.		Nickel Plate Trail intersection improvements	Eng	P&Z
TR-5.4.3. Study road connectivity and land use to create a safe, well connected road network for the eastern portion of Fishers.		Thoroughfare Plan Updated annually	Eng	P&Z
TR-6.1.1. Determine development nodes where reinvestment is needed and can aid economic development initiatives.		Fishers District, Life Science & Innovation Park, Allisonville Rd Corridor, NPD, Tech Park	ED	P&Z
TR-6.1.2. Invest in pilot projects to create momentum for private investment, redevelopment and public-private partnerships.		Fishers Test Kitchen, IoT Lab, Launch Fishers	ED	C&PR

Strategic Actions

Transportation

	Status	Notes	Lead by	Supported by
Incorporating mobility best practices				
TR-9.5.3. Provide a cost-benefit analysis to present information to the Fishers community and to the development community regarding cost comparisons of traditional design versus low-impact development alternatives.			P&Z,	ED
TR-9.6.1. Create best practices for EV Charging for multi-family and commercial developments.		2025 UDO Update	P&Z	ED
TR-9.6.2. Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for a EV charging facility.		2025 UDO Update	P&Z	ED
TR-9.6.3. Be a resource for existing multi-family and destination commercial developments (Fishers District, TopGolf, etc.) by facilitating and connecting national EV networkers to existing developments.		Drive Clean Indiana Membership	P&Z	ED

Strategic Actions

Parks

	Status	Notes	Lead by	Supported by
Improvements and upgrades to existing parks and trails				
PK-1.1.2. Build new facilities as listed in the parks impact fee study.		Park Impact Fees updated in 2021, Geist Waterfront Park, Agripark, Fishers White River Park	Parks	ED, DPW
PK-1.2.1. Pursue feasibility of installing wi-fi, technologically interactive play areas and other amenities that allow users to collaborate and interact with each other and identify areas where this is possible.		Hub & Spoke and Fishers Parks Maker Playground	Parks	DPW, Health
PK-5.1.2. Provide additional lighting in parking lots, trail heads and around buildings that are used when the park is dark. Assess and prioritize where lighting improvements are needed.		Geist Waterfront; 2024 Cheeney Creek North/South Trailheads	Parks, DPW	Health
PK-2.1.1. Update the existing parks and recreation facilities plan based on new community data and incorporate into the Fishers 2040 Plan as one comprehensive document.			Parks	P&Z, DPW
PK-1.4.2. Continue to implement phase one of the City's ADA transition plan within the right-of-way and finalize phase two that incorporates all City facilities, policies and programming. Assess the financial need for implementation.		Also listed in Transportation	Parks, Eng	P&Z

Strategic Actions

Parks

Status Notes Lead by Supported by

Improvements and upgrades to existing parks and trails

PK-7.1.3. Provide a financial analysis of projected need to maintain park network and identify future revenue sources.



2021 Park Impact Fee Analysis

Parks

DPW

PK-7.2.1. Plant areas of indigenous plantings in some areas of the parks to reduce costs over time and to increase the natural areas in the park system.



Covered 2 acres of turf grass to native plantings at Cumberland Park. 200 native fruit and nut trees & shrubs planted at the AgriPark. Native plantings installed along NPT

Parks, DPW

PK-7.2.2. Proactively integrate environmentally sustainable best practices and products throughout the parks system such as recycling bins, solar lighting, composting, the use of rain barrels, and educational signage.



Rain Barrel & Composting programs at the Agripark & Fishers Recycling Events

Parks, DPW

P&Z

New parks, trails, and amenities

PK-1.2.5. Assess feasibility of a dog park.



Dog Park to be located at the Fishers Community Center

Parks

DPW

PK-1.2.6. Identify opportunities for a tranquility park to promote mental health.



Parks

Health

PK-1.3.1. Implement the capital improvement projects as outlined in the bicycle and pedestrian master plan.



Also in Transportation Plan

Eng

Parks, P&Z, Health

PK-1.3.1A. Prioritize east and west trail connection to the Nickel Plate Trail.



Eng

Parks, P&Z, Health

PK-1.3.1B. Prioritize city-wide connections that create a trail loop of the overall Parks network.



Coordination with Carmel Clay Parks for White River pedestrian bridge

P&Z, Eng, Parks

Health

PK-1.3.1C. Identify waterway connections between parks for kayak and canoeing opportunities.



White River Regional Initiative (WROI) through the IN READI grant. Coordinating with Hamilton County & Carmel on ped connection

Parks

P&Z, ED, Health

PK-3.1.2. Develop a park to showcase LID and sustainable design to encourage the community to embrace sustainable practices.



Geist Waterfront Park, Fishers White River Park

Parks

P&Z

PK-3.3.2. Construct greenways and trail connections per the bicycle and pedestrian master plan to create a seamless network that links the city's natural amenities.























Nickel Plate Trail, Geist Greenway, Fall Creek Woods (Fall Creek Township Park)

Eng, Parks

P&Z, Health

Strategic Actions

Parks

		Status	Notes	Lead by	Supported by
Communication, wayfinding, and promotion					
	PK-4.1.1. Create and install a consistent and vibrant wayfinding signage design for use in all the parks and along all the greenways.			Parks, P&Z, Health	DPW
	PK-4.1.1.A. Establish a phasing plan and budget for wayfinding signage.			Parks, P&Z	
	PK-4.1.1.B. Design a wayfinding signage system.		2025 Trail Sign Program	Parks	P&Z, C&PR
	PK-4.1.2. Create and install a park and greenways network map at all park locations to show the connections within the parks network. Consider cost savings opportunities such as in-house design and fabrication.			Parks, DPW	P&Z, C&PR, Health
	PK-4.1.2.A. Integrate relevant technology into park maps and signage such as QR codes, digital counts, trail mileage and minutes of travel time.		2025 Trail Sign Program	Parks	C&PR
	PK-2.2.3. Create a map and brochures that identifies ease of use or other fitness metrics (such as distance, terrain type, etc) for each facility within the bicycle and pedestrian network.		Ecotherapy and Trail Loop Map	Parks	P&Z, Eng, C&PR, Health
Land acquisition					
	PK-2.1.2. Acquire additional land for future parks that can be easily designed and developed to include a variety of both active and passive uses.		Geist Waterfront Park, Agripark, Fishers White River Park	Parks, ED	Health
	PK-2.1.2A. Inventory where private neighborhood parks currently exist in North Central Fishers and pursue feasibility of acquiring park land to incorporate into the overall parks network.			Parks, P&Z, Legal	DPW, Health
	PK-2.1.2B. Pursue acquisition of land off the Nickel Plate Trail for pocket park opportunities.		Hamilton East Public Library connection, NPT Plazas	Parks, ED, P&Z, Eng	Legal, Health
	PK-3.3.1. Acquire land along Geist Reservoir, the White River and creeks as prioritized in the land acquisition analysis.		Geist Waterfront Park, Agripark, Fishers White River Park	Parks	Health
	PK-1.1.4. Pursue the possibility of a fee-in-lieu payment option that developers can utilize to reduce their open space requirement. The fee could be used to acquire future parkland or improve conditions at existing parks.		UDO Section 6.9.3	P&Z	
	PK-1.3.2. Require residential developments adjacent to parks to provide a pedestrian link between the two.		UDO Section 8.4.6.	P&Z	Health

Strategic Actions

Parks






	Status	Notes	Lead by	Supported by
Land acquisition (continued)				
PK-1.3.3. Revise the City's Open Space Standards in section seven of the Unified Development Ordinance (UDO) to promote innovative open spaces that focus on quality and character by providing broader, creative standards and options during the development review process.	✓	Also in Land Use Section 8.2.6.	P&Z	
Event space and programming				
PK-4.2.3. Identify and design additional civic spaces within the parks that are conducive for events, festivals and other community gatherings.	🏗️	NPD Amp upgrades, Saxony Farmers Market	P&Z	DPW
PK-4.2.4. Determine need and potential locations for providing an indoor community recreation and events facility.	🏗️	2023 Fishers Community Center Announced	Parks, ED	P&Z
PK-4.2.5. Implement the priorities identified in the Fishers Art & Culture Master Plan in coordination with park design use and programming.	🏗️	See Fishers Arts & Culture Commission Section	Parks, P&Z	
PK-4.2.5A. Identify and promote available spaces for the performing arts community to rent or utilize.	🏗️	thisisfishers.com	Parks, C&PR	P&Z
PK-4.2.5B. Establish a City grant program under the Arts & Culture Commission to provide funding opportunities to the arts community.	🔄	FACC Grant program started in 2021. Awarded: \$46K in 2021 \$47K in 2022 \$50K in 2023	P&Z	
PK-4.2.5C. Pursue programming of multi-cultural events including music, food, etc.	📅	This is Fishers, Juneteenth Jubilee, & FACC Grants	P&Z	
Partnerships				
PK-1.3.4. Pursue the feasibility of implementing a bike share program within the parks network. Consider opportunities for a regional bike share program with adjacent municipalities.	🏗️	Coordinate with Hamilton County Tourism, Carmel, & Noblesville	P&Z	
PK-2.2.2. Partner with the City of Fishers Health Department to promote the parks system.	🔄	Culture of Health Ambassador position	Parks, Health	
PK-3.3.3. Partner with private organizations and businesses near natural amenities, such as Conner Prairie and the Indianapolis Sailing Club, to provide better access to natural features, enhance connections between the parks and greenways network and mitigate environmental impacts.	🏗️	White River regional Initiative (WROI) through the Indiana READI Grant, Conner Prairie & Carmel	Parks	Eng

Strategic Actions











Parks

	Status	Notes	Lead by	Supported by
			Parks	DPW
		Funding secured for NPT 96th Street Bridge	Eng	P&Z, Parks
			Parks	Legal, Health
		White River regional initiative (WROI) through the Indiana READI Grant	Parks	
			Parks, DPW	P&Z, C&PR, Health







Maintenance Actions and Ongoing Policies Plan Management and Monitoring

	Status	Notes	Lead by	Supported by
LU-3.3.1. Continue to conduct a yearly statistical analysis of development to maintain accurate and up-to-date data on Fishers' growth.		P&Z Annual Report, 2021/22 Housing Needs Analysis & Strategy	P&Z, ED	P&I, BSG
LU-3.3.2. Periodically update the fiscal sustainability analysis to monitor the fiscal impact of land use and development decisions.		2021 Road, Bridge, and Park Impact Fee Analysis	Parks, ED, P&Z	
TR-1.1.2. Identify progress of the plan in the yearly statistical analysis of development.		P&Z Annual Report	P&Z	
Update the City's comprehensive plan every five years.		2021 Five Year Update	P&Z	All Departments
Provide an annual report on comprehensive plan progress to plan commission.			P&Z	










Maintenance Actions and Ongoing Policies Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
 HN-1.1.1. Create well-connected neighborhoods with safe and convenient access to key destinations such as employment nodes, adjacent neighborhoods, schools, and parks for pedestrians, cyclists and motorists.			Eng, P&Z	Health
 HN-1.1.3. Implement the infrastructure priorities of the Bicycle and Pedestrian Plan and the Transportation Plan to ensure connectivity is a priority in all new developments, redevelopment projects and when upgrades are completed in existing developments.		UDO Section 8.2.6.	Eng, P&Z	Health
HN-2.1.6. Require developers to identify the functions the open space will fulfill and how the design achieves each function. City staff will work with the developer to ensure these functions are met.		Example: Fishers District	P&Z	
HN-3.1.1. Upgrade infrastructure in older neighborhoods to current standards when infrastructure is repaired or replaced as outlined in the City's capital improvement plan and as immediate needs arise.			Eng, DPW	
HN-3.1.3. Assess existing housing stock and neighborhood infrastructure in older residential areas to determine priorities for municipal investment in repair, upgrade and/or replacement of aging infrastructure.			DPW	
 HN-3.1.4. Conduct outreach with residents and Home Owners Associations to inform and encourage maintenance of detention ponds, trails and both green and gray infrastructure.		Neighborhood Vibrancy Grant & Stormwater Grant	Eng, P&Z	
HN-3.1.17. Evaluate current methods of plan review and explore how to improve system to encourage innovative and high quality architecture and spaces.		Architectural Consulting Services Under-way	P&Z, ED	BSG, Eng, DPW, Fire















Maintenance Actions and Ongoing Policies Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
HN-3.1.18. Evaluate the mix of new housing developments and needs on a regular basis.		2021 / 22 Housing Needs Analysis & Strategy	P&Z, ED	
 HN-4.1.1. Integrate a variety of housing including affordable, senior living, apartments and single-family housing into redevelopment and infill development sites to enrich the diversity of housing choices within a given neighborhood.		2023 Housing Projects: - Marketplace Towns - Milford Park - Cove at Thorpe Creek - River Place	P&Z, ED	Health
 HN-4.1.3. Integrate universal design principles into development, whenever possible, and encourage options for aging in place, such as wide doorways, no step entryways and single story living.		2022 Housing Projects - Courtyards of Fishers	P&Z	P&I, BSG, Health
PK-4.2.6. Continue to promote art with redevelopment in the Nickel Plate District.		Fairway Mortgage Sculpture, NPT Murals, HEPL Trail Connection	P&Z	ED, Parks, C&PR

Maintenance Actions and Ongoing Policies Transportation


	Status	Notes	Lead by	Supported by
TR-1.1.1. Provide periodic project status updates for the capital improvement plan to the City Council Finance Committee and update the Thoroughfare Plan at least every five years.			Eng	
TR-2.2.1. Utilize and prioritize greenways along creeks and other waterways to provide pedestrian and bicycle connections.			P&Z, Eng	Parks
TR-2.2.4. Construct bicycle and pedestrian infrastructure that connects to surrounding communities and civic centers.		Nickel Plate Trail, Geist Greenway	Eng, DPW	P&Z
TR-3.1.3. Continue to study areas where the City's roadway network could be improved.			Eng	DPW
TR-3.1.4. Address bike and pedestrian facilities when reviewing roadway designs.			Eng	P&Z
TR-3.1.5. Secure funding for maintenance of existing bicycle and pedestrian facilities and bring existing facilities up to the latest design standards where necessary.		2021 Road, Bridge, and Park Impact Fee Update	Eng, Parks	P&Z
TR-3.1.6. Annually review police department crash data to determine areas which may need additional safety improvements.			Eng, PD	
TR-3.1.7. Regularly repaint pedestrian crossing markings.			DPW	Eng
TR-3.2.1. When expansion projects are completed, widen lanes to modern widths to improve safety.			Eng	

Maintenance Actions and Ongoing Policies Transportation

	Status	Notes	Lead by	Supported by
TR-3.3.2. Create materials to educate motorists on new intersection and roadway designs, as needed.		Nickel Plate Trail Website	Eng	C&PR
TR-3.3.5A. Annually update the bicycle and pedestrian map and promote the interactive map.		Fishers Public Trail Routes	Eng, P&Z	IT, C&PR
TR-4.2.1. Continue to review all developments and infrastructure projects at the Technical Advisory Committee (TAC) to ensure compliance with accessibility standards.			P&Z, Eng, DPW, Fire, PD	
TR-4.2.3. Train City employees on the use of modern design standards.			P&Z, Eng	DPW
TR-4.3.2. Ensure that crosswalk locations are clearly marked and maintained per city standards.			Eng, DPW	
TR-5.2.1. Integrate planned paths, sidewalks and greenways into road projects.			Eng	P&Z
TR-5.2.2. Promote roadway connectivity to reduce trips on arterial roadways.		UDO Section 8.2.5.D.	Eng, P&Z	
TR-5.2.3. Continue to review all development and infrastructure projects at TAC to allow all resource agencies and City departments an opportunity for input.			Eng, P&Z, Fire, DPW	Fire, PD
TR-5.2.4. Provide trailheads including parking areas for people to use trails.		Partnership with Fairway Mortgage, Hub & Spoke, YMCA	Eng, P&Z	DPW, Parks
TR-6.2.1. Pursue grants to leverage local dollars for larger improvement.		2021/22 Awarded Grant: Next Level Trail	Controller, Eng, P&Z	
TR-6.2.3. Ensure that infrastructure is installed properly.		Required inspections for new development	Eng, DPW	
TR-7.1.2. Ensure that funding is secured for long-term maintenance of roads, paths and sidewalks.		2021 Road, Bridge, and Park Impact Fee Update		
TR-7.2.1. During review of all projects at the TAC, ensure the project aligns with the comprehensive plan and Thoroughfare Plan, including the Bicycle and Pedestrian Master Plan.		UDO Section 8.2.6	Eng, P&Z	
TR-8.1.1. Continually update the list of capital improvements projects.			Eng	
TR-8.1.2. Include path and sidewalk maintenance in the capital improvements projects list.			Eng	
TR-8.2.1. Ensure developments are dedicating adequate right-of-way through TAC based on the Thoroughfare Plan.		UDO Section 8.3.1.	Eng	





Maintenance Actions and Ongoing Policies

Transportation

	Status	Notes	Lead by	Supported by
TR-8.3.2. Recognize which spaces will be lost in a parking lot due to piling snow in the winter through the TAC process.	🔄		Eng, DPW	P&Z
TR-8.3.3. Design infrastructure to limit damage to snow plows when providing pedestrian crossings and curbs.	🔄		Eng, DPW	
TR-9.2.1. Continue to provide bicycle parking at City events, such as the concert series and movie nights.	🔄		DPW, Parks	
TR-9.4.1. Update the Thoroughfare Plan every five years at a minimum to reflect the current design standards and the needs of the community.	🔄		Eng	P&Z
 TR-9.5.4. Be a resource for the local development community to inform on new standards and receive input.	🔄		Eng	
TR-10.2.1. Identify regular bottle necks by gathering data at congested areas in the existing system and prepare plans to mitigate the congestion.	🔄		Eng	
TR-10.3.2. Minimize disruptions to traffic during improvement projects.	🔄		Eng	DPW




























Maintenance Actions and Ongoing Policies

Parks

	Status	Notes	Lead by	Supported by
LU-3.2.2. Assess potential locations for future public access to Geist waterfront.	🔄	Geist Waterfront Park	Parks	
 PK-1.1.1.1. Create innovative spaces and amenities that activate parks during the winter season, including but not limited to sledding hills, ice skating rinks and holiday installments.	🔄	Flat Fork Creek Park, Hub & Spoke, Arts & Municipal Complex	Parks	DPW, Health
 PK-1.1.3. Use art to activate the park spaces by creating interactive art, environmental art and other art pieces into existing and future parks. The art should fit within the context and culture of the surrounding area, yet be creative and vibrant.	🔄	Brooks School Art Wall, Nickel Plate Trail Murials	Parks, P&Z	Health
 PK-1.2.2. Promote recreational opportunities through geocaching and other trending activities.	🔄		Parks	Health
 PK-1.2.3. Design parks to allow for areas to be repurposed to meet the evolving needs and preferences of the diversifying demographic.	🔄	Pickleball Courts at Cytheanne Park & Holland Park	Parks	Health
PK-1.2.4. Maintain awareness of local and national park trends, technological advances and best practices to ensure a state of the art park system.	🔄		Parks	

Maintenance Actions and Ongoing Policies

Parks







	Status	Notes	Lead by	Supported by
 PK-1.4.1. Encourage that all new parks and park redevelopment incorporate innovative designs and facilities that go above and beyond existing ADA requirements in order to celebrate Fishers' inclusive culture, such as sensory gardens and wheelchair accessible swing sets.		Accessible swings installed at Holland Park, incorporating accessible features into the NPT, sensory hours, Nickel Plate Trail, Geist Waterfront Park	Parks	P&Z, Health
 PK-1.4.3. Incorporate universal design principals in the development and redevelopment of parks.		Redesign of Pavilion, NPD Amp, Agripark, Geist Waterfront Park	Parks	P&Z, Health
PK-2.1.3. Regularly assess usage of park facilities and fields to understand community needs.		Redesign of Pavilion, NPD Amp, Agripark, Geist Waterfront Park	Parks	
PK-2.1.2. Acquire additional land for future parks that can be easily designed and developed to include a variety of both active and passive uses.		Agripark, Geist Waterfront Park, Fishers White River Park	Parks	ED
 PK-2.2.1. Install facilities and amenities that encourage exercise including but not limited to paved trails, outdoor fitness equipment and athletic fields.		Nickel Plate Trail, variety of athletic fields including pickleball courts, and paved trails	Parks	DPW, Health
 PK-2.2.2. Promote the benefits of the parks system and healthy living.		Programs like Ecotherapy, Keep Fishers Beautiful	Parks	C&PR, Health
 PK-3.2.1. Train staff on best practices for the installation and maintenance of sustainable products and practices to optimize their effectiveness and longevity.			Parks, DPW	
 PK-3.2.2. Monitor the use of sustainable products and practices to assess their effectiveness and refine best practices.		Composting at the Agripark, smart water meters to reduce water usage, electric mowers	Parks, DPW	P&Z, Eng
  PK-3.2.3. Incorporate and maintain native plantings and no mow areas into the parks, as appropriate.		DPW identified 23 acres of HSE Schools property to mow less frequently	Parks	C&PR
  PK-3.2.4. Support opportunities for citizen involvement in environmental sustainability, such as providing more opportunities for recycling at city events and around the community.		Keep Fishers Beautiful, Rain Barrels and Composting Programs	C&PR, Parks, DPW	P&Z, Health
  PK-3.3.4. Preserve mature trees and the city's tree canopy through policy requirements, incentives and other innovative measures.		AgriPark Tree Nursery, Neighborhood Matching Grant	P&Z, DPW	Parks, IT, Health
 PK-3.3.5. Inventory, monitor and track health of the city's trees and endangered species.		DPW maintains a tree inventory as part of its accreditation status	Parks, P&Z	
 PK-4.2.1. Incorporate landmark elements within the parks that convey Fishers' unique sense of place.		Brooks School Art Wall, Nickel Plate Trail Murals	Parks, P&Z	Health

Maintenance Actions and Ongoing Policies

Parks

	Status	Notes	Lead by	Supported by
 PK-4.2.2. Partner with business community leaders and the arts community to install public art in parks.		Brooks School Art Wall, Nickel Plate Trail murals	Parks, P&Z	Health
 PK-5.1.3. Design parks to minimize areas which are visually isolated from the public view.			Parks, PD	Health
 PK-5.1.4. Work with neighborhood organizations and homeowner associations to engage residents to help monitor and maintain their local parks.		Park Watch, Neighborhood Vibrancy Grant	C&PR, PD	P&Z, Health
PK-5.2.1. Strategically patrol parks, particularly during large events and after dark.			PD	
PK-5.2.2. Prepare an annual assessment the record of incidents in each park to evaluate whether park rangers are warranted or if adjustments in the amenities and facilities are needed to enhance public safety.		White River regional Initiative (WRRIO) through the Indiana READI Grant	Parks, PD	
 PK-6.1.1. Collaborate with adjacent municipalities to identify opportunities to enhance accessibility to regional park assets such as Indianapolis' mountain bike trails at 96th Street and Allisonville Road or the White River Park in Noblesville.		White River regional Initiative (WRRIO) through the Indiana READI Grant	ED, Parks, Eng	Health
 PK-6.1.2. Collaborate with Hamilton County and adjacent counties and local townships to identify opportunities for partnerships that support the regional park system.			Parks	Health
 PK-6.2.2. Partner with Hamilton County Tourism Inc to actively participate in regional tourism initiatives that promote the park system.			Parks, C&PR	Health
 PK-6.2.3. Partner with the regional healthcare network and the Health Department to spread awareness of the parks network and benefits of using parks.			Parks, Health	
PK-6.2.6. Partner with the Fishers Parks Foundation to coordinate fundraising, grant applications and other park initiatives.			Parks	
 PK-6.2.7. Continue collaboration with Hamilton Southeastern School District to provide educational and recreational opportunities and maintain open space.		HSE teacher and programs at AgriPark, Hub & Spoke, Nature First at Ritchey Woods, City Hall Fieldtrips, & Box City	Parks	C&PR, P&Z, Health
 PK-7.1.1. Collaborate with the business community and service clubs to identify opportunities for donations to help sustain the level of service.			Parks, C&PR	
PK-7.1.2. Liaise with other innovative municipalities to determine successful ventures which may work in Fishers.			Parks, DPW	

Maintenance Actions and Ongoing Policies Parks

	Status	Notes	Lead by	Supported by
 PK-7.1.4. Utilize the volunteer community within Fishers to coordinate regular beautification and maintenance events within the parks network.		Volunteer Fishers and Vounteer Coordinator	C&PR	Health, Parks
 PK-7.2.3. Assess the success of these products and practices to ensure they are achieving the desired outcomes.			Parks, C&PR	BSG
 PK-7.2.4. Pursue grant funding for sustainable products and programs.		2022 IDEM Community Recycling Grant received for AgriPark composting program and com- posting tumblers	P&Z, Eng, Parks, DPW	Controller

FISHERS ENVIRONMENTAL WORKING GROUP

The Fishers Environmental Working Group (EWG) is a group of governmental department representatives and non-governmental stakeholder representatives all working together to help the City of Fishers be more prepared for the impacts of climate change. These departments include the Mayor's Office, Fishers Parks, Engineering, Planning and Zoning, Public Works, Hamilton Southeastern Schools, and more. While warmer temperatures, increased extreme heat events, and increased rainfall will become more and more prevalent issues, mitigation is necessary, and the City of Fishers wants to be at the forefront of climate action (IN CCIA Report).



Formed in 2021, this collaborative group strives to shape a vision for what the City of Fishers can and should do to support environmental sustainability and resiliency. Meeting quarterly, this group assesses internal and external operations of the city to see how Fishers as a municipality can be more sustainable. The EWG focuses on the sustainable actions listed in the Fishers 2040 Comprehensive Plan including Land Use, Housing & Neighborhoods, Transportation, and Parks. This is all to promote clean energy and electric vehicles, preserve flood capacity, improve biodiversity, and supply additional methods of waste management to reduce greenhouse gases in the atmosphere and play our city's part in mitigating climate change.

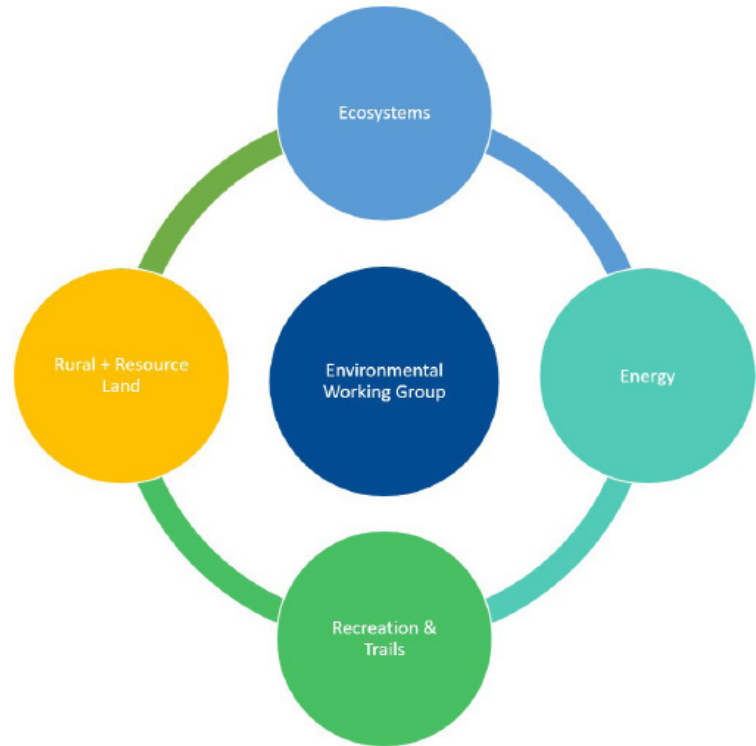
While warmer temperatures, increased extreme heat events, and increased rainfall will become more and more prevalent issues, **mitigation is necessary**, and the **City of Fishers wants to be at the forefront of climate action.**



The new DPW trailer that houses the two battery-powered lawn mowers, Spring 2022.

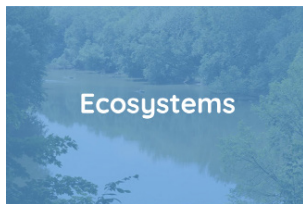
The Fishers Environmental Working Group is broken into four subgroups that encompasses the various governmental departments and non governmental stakeholders which are:

- Ecosystems
- Energy
- Recreation + Trails and
- Rural + Resource Lands



The structure of the Fishers Environmental Working Group includes four subgroups.

Structure and objectives are based from the Regional Open Space Strategy (ROSS) Green Futures Research and Design Lave of the



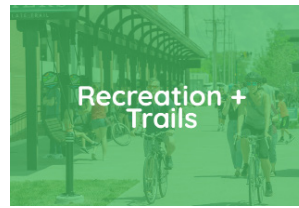
Ecosystems

Maintain and restore resilience to ecosystems and habitats at multiple scales in the face of a changing climate. Integrate human activities more closely with natural processes; support active resource-based economies; contribute to the identity and health of the region.



Energy

Serve an economic function by attracting investment decisions, businesses and people, and support community development efforts as a consideration in all new construction and development. Development should be designed to include and prepare for energy efficient factors.



Recreation + Trails







Create accessible opportunities for recreation and support better mobility by linking parks, open spaces, and community destinations. Conserve energy, reduce green house gas emissions, and maintains biodiversity through habitat conservation and restoration.



Rural + Resource Lands

Maintain a diverse and resilient landscape of rural and resource lands owned and operated by those that live in or are connected to the city. This landscape provides the food, resources, and ecosystem services we need and preserves our legacy for future generations.







Action Status

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance (yet to be started, would become maintenance)
-  Complete
-  New (Future actions added during the 5-year update in 2021)
-  Maintenance (currently occurring on a repeating basis, to be maintained)















Strategic Actions

Future Land Use

	Status	Notes	Lead by	Supported by
 PK-3.3.6. Update the UDO to include standards for protection of lands designated on the open space overlay in the future land use map.			P&Z	
 LU-3.2.4. Study land uses along waterways and other natural resources for environmental protection.		New city park along the White River	P&Z	Parks, Eng, Health
 LU-3.4.1. Identify potential changes to land use policies that would improve environmental sustainability and public health.		Solar Panels permitted per UDO, EV Charging Stations required for Multi-Family Developments	P&Z	











Strategic Actions

Housing & Neighborhoods

	Status	Notes	Lead by	Supported by
 HN-5.1.5. Develop a set of best practices the City should pursue to conserve and protect Fishers' natural systems.			P&Z, DPW, Parks	
 HN-5.1.6. Monitor emerging trends in energy technologies to assess whether new products or practices could help to optimize resource management in Fishers.		Drive Clean Indiana Green Fleet Analysis	DPW, BSG	P&Z
 HN-5.1.3. Revise the UDO to encourage the use of low impact development (LID) practices in the design, construction, and maintenance of residential neighborhoods, redevelopment sites, and in mixed use areas.		2025 UDO Update	P&Z	Eng
 HN-2.1.4. Provide an option to lower the overall percentage of open space required in a specific development if it is activated with multiple elements such as public art, recreational amenities, environmental best practices, and facilities which promote social interaction for all ages and abilities.		UDO Section 6.15.2 Public Art 25% Open Space Reduction option	P&Z	
 HN-3.1.2. Revise the standards in the UDO to ensure the use of quality building materials and construction practices.			P&Z	
 HN-5.1.8. Revise the UDO to promote green building practices to maximize energy efficiency, waste reduction, pollution prevention, and occupant health.			P&Z	











Strategic Actions

Transportation

	Status	Notes	Lead by	Supported by
 TR-8.1.4. Evaluate the City’s design standards to ensure infrastructure built by new development will have a long life span.		2025 UDO Update	Eng	
 TR-9.5.1. Adopt low-impact development (LID) standards in the UDO.		2025 UDO Update	P&Z	
 TR-9.6.1. Create best practices for EV Charging for multi-family and commercial developments.		2025 UDO Update	P&Z	
 TR-9.6.2. Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for an EV charging facility.		2025 UDO Update	P&Z	
 TR-9.6.3. Be a resource for existing multi-family and destination commercial developments (Fishers District, TopGolf, etc.) by facilitating and connecting national EV networkers to existing developments.		Drive Clean Indiana Membership	P&Z	

Strategic Actions

Parks

	Status	Notes	Lead by	Supported by
 PK-7.2.1. Plant areas of indigenous plantings in some areas of the parks to reduce costs over time and to increase the natural areas in the park system.		Converted 2-acres of turf grass to native plantings at Cumberland Park. 200 native fruit and nut trees and shrubs planted at the AgriPark. Native plantings installed along Nickel Plate Trail.	Parks, DPW	
 PK-7.2.2. Proactively integrate environmentally sustainable best practices and products throughout the parks system such as recycling bins, solar lighting, composting, the use of rainbarrels, and educational signage.		Rain Barrel & Composting programs at the Agripark & the Fishers Recycling Events	Parks, DPW	P&Z
 PK-6.2.1. Partner with the Central Indiana Land Trust to lease natural areas to offer public trails and interpretative education.			Parks	Legal
 PK-3.1.2. Develop a park to showcase LID and sustainable design to encourage the community to embrace sustainable practices.		Geist Water-front Park, park along the White River	Parks	P&Z
 PK-6.2.5. Partner with neighborhood organizations and homeowner associations to identify, digitize, and track the privately owned and maintained parks within neighborhoods.			Parks, DPW	P&Z. C&PR

Maintenance Actions and Ongoing Policies

Housing and Neighborhoods

Status Notes Lead by Supported by



HN-3.1.4. Conduct outreach with residents and Home Owners Associations to inform and encourage maintenance of detention ponds, trails, and both green and gray infrastructure.



Neighborhood Vibrancy Grant & Stormwater Grants

Eng, P&Z

Maintenance Actions and Ongoing Policies

Transportation

Status Notes Lead by Supported by



TR-9.5.4. Be a resource for the local development community to inform on new standards and receive input.



Eng

Maintenance Actions and Ongoing Policies

Parks

Status Notes Lead by Supported by



PK-3.2.1. Train staff on best practices for the installation and maintenance of sustainable products and practices to optimize their effectiveness and longevity.



Parks, DPW



PK-3.2.2. Monitor the use of sustainable products and practices to assess their effectiveness and refine best practices.



Composting at Agripark, smart water meters to reduce water usage, electric mowers

Parks, DPW

P&Z, Eng



PK-3.2.3. Incorporate and maintain native plantings and no mow areas into the parks, as appropriate.



DPW identified 25 acres of HSE Schools property to mow less frequently

Parks

C&PR



PK-3.2.4. Support opportunities for citizen involvement in environmental sustainability, such as providing more opportunities for recycling at city events and around the community.



Keep Fishers Beautiful, Rain Barrel and Composting Programs

C&PR, Parks, DPW

P&Z



PK-3.3.4. Preserve mature trees and the city's tree canopy through policy requirements, incentives, and other innovative measures.



Agripark Tree Nursery, Neighborhood Vibrancy Grant

Parks, P&Z

DPW



PK-3.3.5. Inventory, monitor, and track health of the city's trees and endangered species.



DPW maintains a tree inventory as part of it accreditation status

P&Z, DPW

Parks, IT



PK-7.2.3. Assess the success of these products and practices to ensure they are achieving the desired outcomes.



Parks, DPW

BSG



PK-7.2.4. Pursue grant funding for sustainable products and programs.



2022 IDEM Community Recycling Grant received for Agripark

P&Z, Eng, Parks, DPW

Controller

FISHERS ARTS & CULTURE COMMISSION

The City of Fishers Common Council established the Fishers Arts & Culture Commission (FACC) with the purpose to “assist the City in becoming a community in which arts and cultural activities are recognized as vital components of community life, valued and promoted for their economic benefits, and represent an integral part of establishing a vibrant community and lifelong learning”.



Created in 2021, the FACC Grant Program has awarded over \$92,000 to 28 projects.



The "I in Fishers" by Rachel Kavathe was the Commission's first ribbon cutting in 2019.

Fishers Arts & Culture Commission Vision

“To reflect both what the community is today and what it hopes to be in the future... a **smart, vibrant** and **entrepreneurial** city energized by and experienced through Arts, Architecture, and Culture.”

Core Values



INCLUSIVE.



COLLABORATIVE.



AUTHENTIC.



INNOVATIVE.









ENGAGING.



EDUCATIONAL.



Action Status

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance (yet to be started, would become maintenance)
-  Complete
-  New (Future actions added during the 5-year update in 2021)
-  Maintenance (currently occurring on a repeating basis, to be maintained)



Big Hairy Audacious Goals

Long Term / Big Picture Goals

	Status	Notes	Lead by	Supported by
FACC-1.1.1. Create a center for Arts and Culture in Fishers that is a iconic location for residents and visitors		Fishers Municipal Center		
FACC-1.2.1. Incorporating arts and culture experiences into the expansion of trails in Fishers				

“Create center for Arts and Culture in Fishers that is a iconic location for residents and visitors” — Where are we now?

In Fall 2021 The City of Fishers sent out a Request for Qualifications/Proposals for a new combined city hall and arts and culture center, lifting the arts and culture desires from the community center, and relocated them downtown in the heart of Fishers with a new combined multi-use facility.





In April 2022 renderings of the facility were presented to the community with an intended opening in Spring 2024.

“Incorporating arts and culture experiences into the expansion of trails in Fishers” — Where are we now?

In May 2019 the City unveiled the Nickel Plate Trail Master Plan. Slated itself to be a 2040 goal, it helped the community see the game-changing ability of a linear park through our community. In July 2021 The Commission cut the ribbon on the first art installation funded, a mural along the trail. Slated for install in Spring 2023 will be the second co-funded project as part of the Hamilton East Public Library’s \$15M renovation, and a commission funded at the Techway Trailhead.

S.M.A.R.T. Goals

Specific, Measurable, Achievable, Relevant and Time-Bound Goals

	Status	Notes	Lead by	Supported by
FACC-2.1.1. Support cultural community events and attempt at gaining regional media recognition				
FACC-2.2.1. Identify Funding for arts and cultural invitations including:				
FACC-2.2.2. Advocating for increasing the \$50,000 that the Commission receives from City Council		Increased to \$75,000		
FACC-2.2.3. Promoting other sources of funding for creative and cultural leaders				
FACC-2.2.4. Ensuring funding of maintenance for existing public art				

S.M.A.R.T. Goals

Specific, Measurable, Achievable, Relevant and Time-Bound Goals

Status Notes Lead by Supported by

<p>FACC-2.3.1. Diversify the City’s methods of outreach to support the Commission’s events and work</p>	☰		
<p>FACC-2.3.2. Are we harnessing all methods of outreach to our underrepresented communities?</p>	☰		
<p>FACC-2.3.3. Prior to the 2023 Grant Cycle, identify non-social media ways of communicating past projects and the opportunities they created</p>	☰		
<p>FACC-2.3.4. Devise a way to showcase how Planning, C&PR, and Parks intercommunicate with non-profits and grant awardees to make sure they are getting the best opportunity to support their project</p>	☰		
<p>FACC-2.4.1. Aggregate data from Grant Cycles to make strategic changes to future events and experiences and;</p>	☰		
<p>FACC-2.4.2. Create Key Performance Indicators (KPIs) for:</p> <ul style="list-style-type: none"> 1. Engagement 2. Financial Impact 3. Qualitative Impact 	☰		



In Summer 2021 the FACC cut the ribbon on the first art installation funded by the Commission along the NPT, “Blazing the Trail” by Terre Haute artist Becky Hochhalter.

FISHERS ADVISORY COMMITTEE ON DISABILITY

In 2012 the ADA Citizens Task Force was formed to inform staff with accessibility priorities as a requirement of the then Town's ADA Transition Plan. In 2016 the City recognizes the first March Disability Awareness Month in Fishers and in 2017 was renamed the Fishers Advisory Committee on Disability (FACD) and received the Champions of Inclusion Award from the Indiana Governor's Council for People with Disabilities in recognition of their efforts.

In February 2022 the City of Fishers City Council codified the Fishers Advisory Committee on Disability with Ordinance No. 022122A. The Committee shall be comprised of nine (9) voting members appointed by the Mayor who are Fishers residents that are at least one of the following: professionals in advocacy, inclusion and service to people with disabilities within the City, people experienced with facing unique challenges by living with a disability as defined by the ADA, an HSE School's Division of Exceptional Learners employee, a family member or caretaker of an individual living with a disability, a local employer who actively employs a person/people with disabilities, and the City ADA Coordinator.



March Disability Awareness Month has been celebrated in Fishers since 2016.









The Ally Toolkits distributed in March highlight inclusion of residents of all abilities.

The Fishers Advisory Committee on Disability is to...

"...assist the City in becoming a community where **inclusion of all abilities** is recognized as a **key component to our vibrancy**; where persons of all abilities are recognized as **vital members of our community**; and where businesses, organizations, residents, and various stakeholders come together to **establish priorities and strategies to address the various challenges** and needs facing the disability community."

– City of Fishers Ordinance No. 022122A and Chapter 32.62 of the City Code








Action Status

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-  Maintenance (currently occurring on a repeating basis, to be maintained)



Duties, Powers & Procedures

The Committee may and shall perform the following:

	Status	Notes	Lead by	Supported by
<p>FACD-1.1.1.1. Provide Strategic Direction and Guidance for March Disability Awareness Month (MDAM) including:</p> <ul style="list-style-type: none"> FACD-1.1.1.3. MDAM Kickoff Event FACD-1.1.1.4. My Point of View (MPOV) Day FACD-1.1.1.4. Ally Toolkits 		<p>2024 MDAM Highlights:</p> <ul style="list-style-type: none"> - 450 Toolkits - 6 events - Partnership with IndyFuel 	FACD	City Staff (Planning & Zoning [P&Z], Community & Public Relations [C&PR] and Parks)
<p>FACD-1.2.2.1. Provide Strategic Direction and Guidance of the following:</p> <ul style="list-style-type: none"> FACD-1.2.2.2. Fishers ADA Transition Plan FACD-1.2.2.3. Any similar programming created by the City 		Completed Accessible Housing Report	City Staff (P&Z)	FACD
<p>FACD-1.3.3.1. Represent the diverse needs and interests of the people with intellectual and development disabilities in the City</p>		FACD Quarterly Meetings	FACD	City Staff (P&Z)
<p>FACD-1.4.4.1. Review and provide feedback on the City’s current services, policies, and practices</p>		Community Engagement & Community Event Updates	City Staff (C&PR, Parks)	FACD
<p>FACD-1.5.5.1. Provide informed input on the development and assessment of future City projects and services that impact people with intellectual and developmental disabilities</p>			City Staff (P&Z, Parks)	FACD
<p>FACD-1.6.6.1. Work in partnership with local area employers and community partners to increase employment and meaningful work opportunities of people with intellectual and developmental disabilities in the City</p>		Partner with OneZone on Luncheons and area employers	FACD	
<p>FACD-1.7.7.1. Collaborate with disability stakeholders, community partners and city leaders to foster a culture of inclusivity and enrich the lives of individuals with intellectual and developmental disabilities and their families</p>		Committee Collaboration with C&PR team	FACD	City Staff (C&PR)

FISHERS ARMED SERVICES COMMISSION

In January 2022 the City of Fishers City Council created the Fishers Armed Services Commission with Ordinance No. I2202I. The purpose of the commission shall further assist the City's efforts of becoming a community where military service is honored and recognized as a key component to our vibrancy. This includes military services being incorporated and promoted in programming, policy decisions, and protocols and to ensure that recognition and appreciation towards military services is woven throughout the community and understood as a critical component to the community's sense of place. Those serving, those who have served, those desiring to serve, and our entire community that enjoys our daily freedom, will be positively impacted by the Commission.

The Commission shall be comprised of eleven (11) members appointed by the Mayor. Seven (7) shall be serviced-connected residents of Fishers, with five (5) of them being veterans or individuals currently serving in our Armed Forces. The remaining four (4) members shall be, one (1) nominated by the American Legion Post 470, one (1) nominated by the OneZone Chamber of Commerce, and two (2) nominated from the Superintendent of HSE schools, one faculty member and one student, all who will have two-year terms.



The Gold Star Families Memorial Monument located at the Central Green.









The Gold Star Families Memorial Monument located at the Central Green.

The Fishers Armed Services Commission shall...

"...further assist the City's efforts of becoming a community where **military service is honored and recognized as a key component to our vibrancy**; where military service is incorporated and **promoted in programming, policy decisions, and protocols**; and to ensure that recognition and appreciation towards **military service is woven throughout the community** and understood as a critical component to the community's sense of place."

- City of Fishers Ordinance No. I2202I and Chapter 32.110 of the City Code





Action Status

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-  Complete
-  New (Future actions added during the 5-year update in 2021)
-  Maintenance (currently occurring on a repeating basis, to be maintained)



Duties, Powers & Procedures

The Committee may and shall perform the following:

	Status	Notes	Lead by	Supported by
<p>FASC-1.1.1. Provide Strategic Direction and Guidance of the following:</p> <p>FASC-1.1.2. Hometown Help for Heroes Program</p> <p>FASC-1.1.3. Gold Star Memorial</p> <p>FASC-1.1.4. Veteran Light Pole Banner Program</p> <p>FASC-1.1.5. Honor a Hero Brick Paver Program</p> <p>FASC-1.1.6. Special Events (Veteran’s Day, Memorial Day, etc.)</p> <p>FASC-1.1.7. Any similar programming created by the City</p>	     	<p>Updated pole banner design to accommodate more requests</p> <p>Vietnam War Veterans Day added to annual events</p> <p>Gold Star Mother’s Day is recognized annually with a vigil and flower placement</p>	Fishers Armed Services Commission (FASC)	City Staff
<p>FASC-2.1.1. Develop events or programs that:</p> <p>FASC-2.1.2. Provide meaningful interactions related to honoring, recognizing, and celebrating military service and the community</p> <p>FASC-2.1.3. Expand the vibrancy that accompanies armed forces recognition to individuals not currently participating in this aspect of the community</p>	 	<p>Began veteran recognition visits to assisted living facilities</p> <p>Veteran/Fishers Honors newsletters emailed to members of the community</p>	FASC	City Staff
<p>FASC-3.1.1. Develop outreach initiatives to:</p> <p>FASC-3.1.2. Establish a listing of veterans and family currently serving in our community</p> <p>FASC-3.1.3. Connect with other organizations or groups to build alliances and collaborate on opportunities to further promote the Commission’s goals</p>	 	<p>Working on a collaborative partnership with U.S. National Guard and U.S. Veterans Affairs</p> <p>Invited military-related organizations and nonprofits to present at FASC public meetings, add to resource list</p>	FASC	City Staff
<p>FASC-4.1.1. Develop procedures and protocols for the City, which may include:</p> <p>FASC-4.1.2. Actions related to recognizing residents entering military service, achievements during, or leaving military service</p> <p>FASC-4.1.3. Actions related to recognizing organizations or companies supporting military service</p> <p>FASC-4.1.4. Actions related to recognizing significant military events</p>	  	<p>Annual Graduate Breakfast held for graduating seniors with intent to enter military service. Graduates receive a cord for graduation gown for graduation ceremony</p>	FASC	City Staff

FISHERS MENTAL HEALTH ACTION TEAMS



**FISHERS
HEALTH DEPARTMENT**

Since 2014, the City of Fishers has been committed to developing a preventative approach to mental health and wellbeing within the community. The City's initial work focused on Outreach and Education, Public Safety, and Youth Suicide Prevention. Early improvements included the Stigma Free Fishers campaign, HSE Schools' mental health support, and public safety training and transformation including the Mobile Integrated Health program. The City's mental health efforts are led by the Fishers Mental Health Advisory Committee and its four Mental Health Action Teams that are under the direction of the Fishers Health Department. Formed in 2023 the four Mental Health Action Teams foster collaboration among all City departments.

These teams include: People, Place, Purpose, and Prevention Resources.

The People team focuses on belonging, social connectedness, positive relationships, and a sense of community.

The Place team intentionally creates a built environment that fosters mental health.

The Purpose team includes the concept of the "your why", mattering, opportunity, economic stability, employment, faith, and volunteerism.

The Prevention Resources team increases access to services and resources that proactively enhance mental health and wellbeing. The Purpose team includes the concept of the "your why", mattering, opportunity, economic stability, employment, faith, and volunteerism.



Credible Mind in partnership with Stigma Free Fishers is a resource rich website for all things



Action Items with this symbol are noted as contributing Action Items to the City's ongoing Mental Health Action Group.

PEOPLE

“Building a socially connected community by intentionally enhancing opportunities for belonging.”

Objectives include the implementation of a system that ensures city programs promote social connectiveness and belonging by designing programs that organically build new social connections. These should also foster new connections through interactive opportunities, to explore shared interests, the natural environment, cultural experiences, and neighborhoods. Activities should also provide outreach for adults who are risk of social isolation and youth who would benefit from positive adult mentors.



PLACE

“Building infrastructure for a healthy Fishers”

Objectives include the integration of mental health into the Fishers 2040 and UDO by designing positive mental health into the community and built environment. Ensure that the City of Fishers infrastructure development and planning process consistently and routinely supports health, mental health, and wellness goals that result in significant enhancements to the built environment. Construct infrastructure for a healthy Fishers that makes it easier to make healthier choices and habits in our daily lives.



PREVENTION RESOURCES

“To connect our community members and partners to evidence-informed resources, services and opportunities that both destigmatize and promote the mental health and wellness of Fishers residents.”

Objectives include providing resources for Fishers residents to utilize preventative strategies to proactively promote wellness and prevent mental illness in self and others. Enhance the Stigma Free Fishers website to include the Credible Mind tool as well as a robust inventory of local resources. The Credible Mind tool includes mental health self-assessments, videos, resources, and articles.



PURPOSE

To foster a community environment that helps people explore and find their passion, purpose, and a sense of belonging.”

Objectives include the ability demonstrate how purpose is connected to mental health and share opportunities to foster purpose built decision-making and to make a difference. Includes design learning, purpose-driven, and economic opportunities while identifying resources and providing tools to employers to enhance workplace mental health, work-life harmony and purpose and mattering in youth.



APPENDIX A

INTERGRADATION WITH OTHER PLANS

THE PLANNING CONTEXT

The Fishers 2040 comprehensive plan sets the vision and policy direction for the city moving forward. The plan will be implemented through various specific action plans and regulations. The City's many existing and future plans fit into a hierarchy as shown below. The Fishers 2040 plan therefore lays the groundwork for future implementation.

OVERALL CITYWIDE DIRECTION

vision, goals, actions, high-level policies

Comprehensive Plan / Fishers 2040

A comprehensive plan is a long-term plan for the future physical development of a city. It includes goals and policies for future land use, transportation, parks and open space, and housing and neighborhoods.

FOCUSED PLANNING

Detailed studies and specific strategies for a topic or area.

Master Plans

- Examples include:
- Parks and Open Space Master Plan
- Bicycle and Pedestrian Master Plan
- Gateway and Wayfinding Plan
- Community Art Master Plan
- ADA Transition Plan
- Safe Routes to School Planning

Area Plans

- Examples include:
- Nickel Plate Master Plan
- Special Study Areas
- Corridor Plans

IMPLEMENTATION

Policies adopted to implement the plans

Capital Improvement Plan

Identifies specific projects that will be pursued in the near-term and how those projects will be funded. The Capital Improvement Plan (CIP) will recommend projects from the area plans and citywide master plans. Each year the City will update the Capital Improvement Plan based on the budget and needs.

Codes & Ordinances

Codes and ordinances are the governing regulations adopted by the City. Codes and ordinances, such as the Unified Development Ordinance the Low Impact Development Ordinance, and the Nickel Plate Zoning Code, should be reviewed and updated to match the vision of the Fishers 2040 comprehensive plan.

Nickel Plate District Code

Fishers has laid out a master plan for redevelopment of its downtown, which is known as the Nickel Plate District. This master plan has been crafted to encourage a walkable, connected, and vibrant city center that will give residents a place to live, work, and play. This area has been thoroughly planned through the process that was taken to craft the Nickel Plate Code which included significant public input and outreach. This process led to a detailed road section for each street in the District that includes sidewalk widths, lane widths, trail locations, and parking specifications.

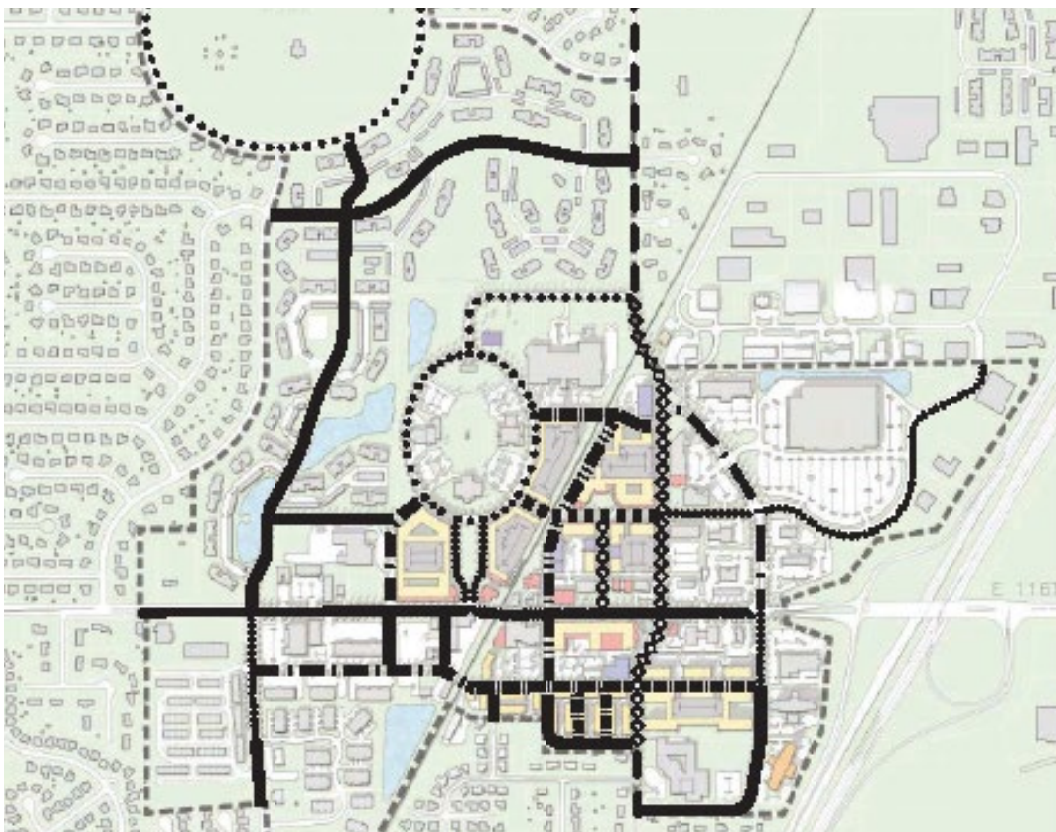
Since the Nickel Plate District has previously been master planned by the Nickel Plate District Code, this Code, as amended, shall serve as the thoroughfare plan for this section of Fishers. Where conflict may occur, the Nickel Plate District Code shall prevail. This area is identified by the street typology map, as amended, below.

Bike & Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan is a component of this plan. The plans have been developed in tandem to ensure that the improvements in the bicycle and pedestrian network correspond to the improvements in the roadway network. The Bicycle and Pedestrian Master Plan is adopted as a component of the Comprehensive Plan and can be found in the appendix of this document.

Sustainability Analysis

In 2014 Policy Analytics, LLC was hired to complete a population and fiscal sustainability analysis for Fishers. The report which is entitled "Demand Forecasting and Fiscal Sustainability Analysis" and the executive summary of the report is available on line at www.fishers.in.us. The intent of the analysis was to:



NICKEL PLATE STREET TYPOLOGY PLAN

- 1. 84' R.O.W.
- 2. 78' R.O.W.
- 3. 88' R.O.W.
- 4. 54' R.O.W.
- 5. 88' R.O.W.
- 6. 88' R.O.W.
- 7. 88' R.O.W.
- 8. 182' R.O.W.
- 9. 84' R.O.W.
- 10. 46' R.O.W.
- 11. 88' R.O.W.
- 12. 88' R.O.W.

- Provide a long-term population forecast to the year 2040.
- Analyze the transportation implications of population growth in Fishers, and assess the necessary actions to address anticipated needs.
- Evaluate the City's long-term fiscal sustainability, including forecasts of property and income tax revenues, and municipal expenses.
- Assess the public policy implications of forecasting and sustainability analysis.

The key aspects of the work that relate to transportation planning are summarized as follows.

Population Growth

The population of Fishers is projected to reach 131,500 by 2040. Growth is expected to continue at high levels through 2025. In the first five years of the forecast the population is projected to grow faster than 2.5% annually. After that point, the population growth rate begins to decline significantly. After 2030, the population is projected to grow at less than 1% annually. This means that demand for new capital infrastructure and capital improvements to the vehicular, pedestrian and bicycle networks will continue to be high particularly prior to 2025. As the community matures, the cost of maintaining and repairing aging infrastructure will also increase.

Transportation Modeling

The Indianapolis Metropolitan Planning Organization (MPO) travel demand model (TDM) was used to evaluate the impact Fishers' growth will have on its transportation system. The analysis included five alternative growth scenarios which incorporated varying land use assumptions. The results of the population and employment forecasts were embedded in the TDM so that the output would closely reflect Fishers' planning and policy choices. The TDM analysis generated cost estimates of the needed transportation

system improvements which were then included in the fiscal sustainability modeling.

The TDM analysis shows that significant transportation investments will be required to manage growth in Fishers. The "Operation Indy Commute" projects for I-69 provide sufficient capacity to 2035 but after this time, additional capacity improvements will be required.

State Road 37 is currently congested and will require significant capacity enhancements. Three of the forecast scenarios used in the modeling assumed that State Road 37 will be converted to an urban expressway modifying the overall function of the thoroughfare. State Road 37 is not under the City's jurisdiction so coordination with INDOT is required to ensure the improvements address Fishers' desire to ensure safe east/west passage of pedestrians and cyclists across the thoroughfare at key nodes.

The TDM analysis shows that Fishers will need to add approximately 65 lane miles to the local road network to maintain service levels of "C" grade or higher. The estimated cost of these improvements ranges from \$180 million to \$200 million, depending on the development scenario chosen. Two of the alternative scenarios included the implementation of mass transit.

The estimated cost per household for these improvements will decline if development occurs at an increased density. It is important to note that in the scenarios that included the State Road 37 upgrade, the state-funded improvements offset the need for local road capacity elsewhere.

Fiscal Sustainability

As Fishers continues to grow, the City must maintain a revenue and expense structure capable of supporting the growing demand for services. The opportunity for revenue growth is constrained by a number of factors such as state statutes, local tax policy, and economic conditions. The City will need to optimize these resources to provide services within available resources.

The analysis estimated the property tax revenue growth given the state's levy controls and the impact of the circuit breaker credit. The income tax forecast estimates Fishers' share of Hamilton County Option Income Tax (COIT) revenue given expected economic growth within the County.

The capital budget models are based on Fishers' capital plans and the projected road infrastructure needs that result from the transportation modeling. The fiscal modeling that under current assumptions, capital needs will out-pace capital revenues by a modest amount over the long term. By 2040, the initial transportation bonds will be defeased, providing capacity for additional transportation funding.

Policy Implications

The population forecast projects the continuation of strong growth to the year 2025. After this point, growth in population and revenues begin to slow as Fishers enters its maturity phase.

Good management of infrastructure investments is key to successfully managing the anticipated growth. Prioritizing of capital investments will be essential to meet these needs.

Managing population growth and maintaining a sustainable path will affect all aspects of public policy in Fishers. The key policy implications are listed here.

1. Prior to 2025 while the City is in its primary growth phase, Fishers has the opportunity to enact policy decisions to shape the long-term character of the community.
2. The County Options Income Tax and annexation will drive the growth in revenues available for budgeting. As areas are annexed, increased road miles will become the City's responsibility. Some of these additional costs will be offset as local property taxes can be collected and Road Impact Fees can be applied to development in these newly annexed areas.

3. Managing the transition from a growth stage fueled by new development, to a maturity stage reliant on maintenance and amenities will be essential for Fishers' long-term sustainability. Aging infrastructure will be an important component of sustaining the City's transportation network.

Impact Fees

The City of Fishers assesses road, bridge, and park impact fees for new development. These fees are used to upgrade infrastructure to accommodate the infrastructure needs of a growing city. Further information on these fees can be found in the individual impact fee ordinances.

Road & Bridge Impact Fees

The City of Fishers acknowledges the existence of laws adopted by the Indiana General Assembly regulating the imposition of impact fees. It is the intent of the City to comply with such legislation as stated in the Unified Development Ordinance. As the cost of road construction increases and land use changes, impact fees will be reevaluated periodically to determine if the fees should be increased by amendment. In the event that any parcel of real estate considered in the creation of the Zone Improvement Plan (ZIP) undergoes a change in use, redevelopment, or a modification, which requires an Improvement Location Permit and/or a structural building permit and creates a need for a new infrastructure, an impact fee will only be assessed for the increase in the burden on infrastructure.

Park Impact Fee

The park impact fee is assessed on residential development to help offset the construction of new parks to serve the City's growing population. This fee is assessed at the time of a building permit for a structure.

Safe Routes to School

A Safe Routes to School (SRTS) program is an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. On a broader level, SRTS programs can enhance children's health and well-being, ease traffic congestion near the school and improve air quality and encourage active lifestyles. A SRTS program has the potential to improve walking and bicycling conditions near a school and spread interest into other parts of the community. The programs are typically delivered via collaborative partnerships with the students, educators, parents and other community leaders.

The Indiana State Department of Health administers the SRTS program and offers grant programs to eligible communities to support its implementation. Grants may be directed to the preparation of a Safe Routes to School Plan for a specific school or the community as a whole, or to implement a pilot project at a specific school, to host a Bike or Walk to School Day or to other activities that encourage implementation of SRTS.

In the fall 2014, Fishers was awarded a grant from the State to carry out a SRTS pilot project at Harrison Parkway Elementary School. The school was selected as it is a prime candidate for successful implementation of SRTS. The existing sidewalk infrastructure provides connectivity to the school from the surrounding neighborhoods. The principal and gym teacher are supportive of the SRTS pilot and will provide ongoing support within the school to optimize the chance of its success. Several community partners including the school, the school district and the YMCA are supportive and willing to take an active role in the delivery of the program.

The primary goal of the Safe Routes to School program is to get more children bicycling and walking to schools safely on a daily basis.

Currently virtually no children in Fishers walk or cycle to school on a regular basis. Students either ride the bus, are driven by a parent, or drive themselves to school each day. This policy may not be sustainable in the foreseeable future as budgets struggle to fund competing demands and transportation costs increase. The public health and well-being benefits of offering students the option for a less sedentary lifestyle offer additional positives that should be considered. Implementation of the pilot project enables the community to assess the viability of integrating Safe Routes to School in targeted areas of Fishers can be explored. At the completion of the project, the school will have a SRTS Plan which will provide a policy framework for implementing the program on a permanent basis, should it choose to do so in the future.

ADA Transition Plan

Fishers completed an ADA Transition Plan in November 2011. The plan started the process of being updated in 2014. As mandated by the federal Department of Justice (DOJ) for all communities, the purpose of the Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within Fishers' public right-of-way. The goal is to optimize pedestrian accessibility, to provide safe and usable pedestrian facilities for all pedestrians, and to ensure compliance with all federal, state, and local regulations.

The DOJ requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve accessibility for persons with disabilities. The main purpose of the ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to achieve a compliant system of curb ramps,

pedestrian signals, and sidewalks. Fishers has a wide variety of facilities within the public right-of-way. These facilities include roadways, vehicular and pedestrian bridges, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, and sidewalks with curb ramps at intersections.

State Road 37 Plan

Hamilton County conducted a study from 2010 through late 2012 to identify methods of accommodating the peak hour congestion along State Road 37. This study identified grade-separated roundabouts as the preferred intersection treatment along this thoroughfare, similar to Keystone Avenue in Carmel, Indiana. These improvements are scheduled to begin in 2017.



Capital Improvement Plan

Implementation will be carried out through the synthesis of the goals, objectives, and action steps from this Plan as well as the land use, residential development, and parks infrastructure as detailed in the implementation section of the Comprehensive Plan.

Individual roadway and infrastructure projects will be carried out by the Capital Improvements Plan. The plan establishes the general timing of infrastructure improvements throughout the City. These improvements are for roadways, shared-use paths, sidewalks, greenways, bike lanes, traffic signals, and roundabouts. The Capital Improvements Plan is adopted by the Director of Engineering and may be modified at the Director of Engineering's direction, as necessary.

Further information about the bicycle and pedestrian network can be found in the Bicycle and Pedestrian Master Plan, Appendix E.

Engineering & Public Works

The board of public works has adopted multiple design documents that specify Fishers' adopted standards for public infrastructure and site design. These documents were reviewed and updated during the creation of this plan. These standards and details include:

- Construction Specifications
- Standard Construction Details
- Stormwater Management Ordinance
- Stormwater Technical Standards
- Low Impact Development Ordinance

APPENDIX B

DESIGN STANDARDS

OVERVIEW

The following policies are the adopted standards of the City of Fishers. Any deviation from these policies or design standards shall be approved by the board of public works.

Priorities

Maintenance, capacity improvement, new road construction, trail connections, and transit are important components of Fishers' transportation network. As a result of fiscal constraints, the following priorities have been established:

EAST FISHERS:

1. Increase capacity for vehicles
2. Maintain current roads
3. Complete pedestrian trails and sidewalk network
4. Implement bike lanes
5. Encourage and promote mass transit

WEST FISHERS:

6. Maintain current roads
7. Increase capacity for vehicles
8. Complete pedestrian trails and sidewalk network
9. Implement bike lanes
10. Encourage and promote mass transit

ADA compliance is a key component of every priority listed.

Policies

Intersection Type

The Intersection Policy prescribes a model for decision-making relative to choice of basic intersection form, including forms common and uncommon to Fishers. The latter types are typically referenced as alternative or innovative intersections and, for instance, include median U-turn, roundabout, displaced left-turn, and other designs.

INTRODUCTION AND PURPOSE

Fishers' policy is to consider using alternative intersections to continually advance innovation and make cost-effective capital investments. Problems in intersection performance is critical to properly identifying and diagnosing the best solution to the defined need.

INTERSECTION TYPES

There are, in one fashion or another with varying degrees of reasonableness and tangible practice, dozens of traditional and novel intersection design layouts. This section addresses nine (and within those basic nine are many variations), viewed as having potential applications in Fishers, which are listed in no particular order:

Conventional intersection. The most common in Fishers and in Indiana. This includes signalized and unsignalized traffic control, and many other possible treatment options of varying scale from wholesale reconstruction to addition of auxiliary lanes to change in manner of traffic control.

Median U-turn intersection (MUT). Direct movements from mainline or crossroad are replaced by indirect, downstream U-turn movements. MUT commonly has boulevard left turns (also referenced as Michigan-left), in which left-turn movements from only mainline (partial) or both mainline and crossroad are shifted to the mainline, downstream of main intersection.

Roundabout intersection. Also referenced as modern roundabout, which is a circular intersection typically controlled with yield signs.

Displaced left-turn intersection (DLT). Also referenced as continuous flow intersection (CFI). Mainline and/or crossroad left-turn movements are shifted to a point upstream of the main intersection.

Jug-handle intersection. Also referenced as New Jersey left. Includes these varying types: near-side or exit upstream of the main intersection and far-side or exit downstream of the main intersection.

Offset "T" intersection. crossroad legs of an otherwise four-legged intersection are separated to form two "T" junctions with the mainline.

Green "T" intersection. also referenced as Florida "T" or continuous green "T". The crossroad left-turn movement has a dedicated auxiliary acceleration lane on the mainline, separate from the mainline through movement.

Quadrant roadway intersection (QRI). all left-turn movements at a 4-legged intersection are shifted to a 2-way connector roadway in one quadrant.

Grade separation. also referenced as an overpass. Though not an actual intersection, it is an alternative to one.

POLICY

The use of a specific intersection type at a given location shall be dependent on an evaluation of all variables for each location. Factors, such as environmental impacts, safety and mobility, right-of-way constraints, utility relocation concerns, and cost, shall all be considered when evaluating an intersection type.

The intersection type shall be evaluated for whether it is feasible and reasonable given site and geometric characteristics; notable right-of-way constraints, sheer nature of the junction (three vs. four legs), and presence or absence of a median. Further, the type needs to be considered for whether it will address essential project intent (remedy the core problem, be it traffic safety or traffic mobility), and does it do so in a manner in balance with the scale of the problem. The type shall be investigated for whether it improves or preserves existing state of performance relative to traffic safety (for all modes, including pedestrians), irrespective of essential project intent, be it mobility or safety.

Also to be considered are if it is feasible and reasonable with respect to other factors such as: initial capital & recurring costs; stakeholders, customers; project development time; continuity, uniformity; environmental impacts; utility impacts; additional factors.

Curb Placement

It is Fishers' policy to consider the use of both shoulders and curbs adjacent to the traveled way on public roadways.

DEFINITIONS

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of a stopped vehicle, for emergency use, or for lateral support of subbase, base, and surface courses of pavement.

Curb: A short border along the edge of roadway often made of concrete that is used to delineate the edge of pavement, retain the cut slope, control drainage, reduce right-of-way constraints, channelize vehicular movements, and improve aesthetics.

BACKGROUND

Shoulders are often used in rural areas and can serve many functions. Shoulders are often assumed to be asphalt paved surfaces, however they can also be constructed with aggregate or simply be turf covered. Shoulders can provide structural lateral support for the traveled way, provide a place for emergency vehicles to stop, improve sight distance on horizontal curves, and provide snow removal storage. Additionally, shoulders can often easily be converted to auxiliary or turn lanes.

Curbs are often used in urban and suburban areas and can serve many functions. Curbs often lessen property impacts, delineate roadway edges, and help contain and collect surface drainage. Curbs can also be used to control access to driveways, serve to redirect errant low speed traffic back into the traveled way, and to prevent soil erosion. Curbs can be one of two types, rolled (mountable) or vertical (barrier), both of which are used in Fishers. Typically a rolled curb has a height of four inches or lower with a face batter no steeper than approximately one horizontal to one vertical. A vertical curb has a height of six inches or greater with a face batter steeper than one horizontal to six vertical.

POLICY

While there are benefits and drawbacks to the utilization of curbs versus shoulders for edge of pavement treatment, Fishers should give special consideration to the use of shoulders in the less developed portions of the incorporated limits. To that end, all highway projects initiated by Fishers, or residential and commercial development projects completed by private developers, located east of Olivo Road (I3800 East) should investigate the use of shoulders. Paved shoulders shall be required, meeting the review of the Engineering Department, unless a case-by-case review dictates the need for the use of curbing as a pavement edge treatment.

Pedestrian Crossings

Pedestrian crossings on and adjacent to Arterial and Collector Streets shall require a distinct, visible design that clearly identifies the areas where pedestrians are intended to cross. The crossing plan for the Nickel Plate District is presented in Section 6, Implementation.

All crossings shall require white thermoplastic/epoxy/multi-component markings to clearly identify the crosswalk area. Where decorative crossings (e.g. pavers) are used, white thermoplastic/epoxy borders shall be placed parallel to the crossing for ADA compliance. Where no decorative crosswalks are present, white thermoplastic/epoxy continental, otherwise known as "piano key," crossings shall be used that correspond to the width of the crossing.

In all instances, a stop bar shall be installed before the crosswalk when the intersection is stop controlled.

Bike Parking

Bike parking is required pursuant to Fishers' Unified Development Ordinance, as amended.

Street Lights

Streetlights are required per the Fishers' construction standards, as amended.

Alleys

Alleys are to be constructed per the Fishers' construction standards, as amended, and the Nickel Plate Code, as amended.

Design Standards

To allow the transportation network to be built according to the functional classification in an efficient and economic way, specific design standards are needed. Another need for design standards is to make sure the needed land or right-of-way is preserved to;

- ▶ Provide enough land so that the needed facility can be built;
- ▶ Provide enough land so that the needed infrastructures like sanitary sewer, water and other utilities can be built without the need for acquiring additional land; and
- ▶ Provide enough land for any future expansions needed to keep up with future demand without the need for acquiring any additional right-of-way.

Design standards for road and street design are set forth in Fishers' Construction Specifications and the Standard Construction Details documents, as amended.

Intersection Study

The road and street network cannot be upgraded without improving intersections. To move existing and future traffic in a safe and efficient manner, intersections must be upgraded to reduce conflicts and move converging traffic through the intersections. As a component of the City's impact fees, A&F Engineering inventoried and studied all the major intersections in the Fishers' study area to determine existing and future Level of Service (LOS) for each intersection. Intersections with future unacceptable LOS may need improvements such as added lanes or roundabouts. There are intersections

where right-of-way may be needed for turn lanes. For safety and adequate stacking, right-of-way may be needed at least 200' from the intersection. Reference the latest Impact Fee Study as adopted by the City Council.

Fishers' Construction Specifications and Standard Construction Details shall be followed for construction of both public and private roads, sidewalks, and paths.

Traffic Access Management

For the transportation network to function at a high LOS, it is necessary to control access along the major thoroughfares. Access management is described as the process of controlling the number of access points or driveways as land along thoroughfares develops. Limiting the spacing and number of access points reduces conflicts caused by traffic maneuvers such as stopping, turning, ingress, and egress. Limiting access points also preserves and helps maintain a tolerable level of service and flow of traffic, while providing appropriate access to the land uses along the major arterials.

Access management becomes even more important especially when new development occurs along arterials or at major intersections. The roadways should be designed to support both the economic viability of commercial land uses and the traffic either passing through or making a destination trip.

DRIVEWAY LOCATIONS

Residential, commercial, and industrial driveways impact the overall level of service on a roadway. Commercial and industrial driveways tend to have wider spacings, but contribute more traffic to the road network. Residential driveways contribute much less traffic, but are very dispersed and cause numerous points of conflict and can contribute to uneven curb and sidewalk configurations.

It is Fishers' goal to limit the number and location of driveways along arterials and other major thoroughfares. The roadway should be designed to an acceptable level of service that accommodates the adjacent land uses.

DRIVEWAY AND ENTRANCE STANDARDS

In order for a driveway to function properly and be used efficiently, there must be design standards. The following are design standards for residential and commercial driveways. Since a residential driveway functions differently from a commercial driveway, each has its own standards. A residential subdivision shall include single-family homes, town homes, condominiums and apartment complexes. Design standards and cross-sections can be found in the City of Fishers Construction Specifications and Standard Construction Details.

Residential Driveways:

1. No single-family residential driveway shall have direct access to an Arterial unless the parcel is landlocked.
2. Residential driveways and entrances shall meet the design standards as set forth in the City of Fishers Construction Specifications and Standard Construction Details.
3. Residential driveways and entrances shall meet the standards as set forth in the City of Fishers Unified Development Ordinance, as amended.
4. Residential driveways proposed on primary arterials require approval from Board of Public Works and Safety.
5. Accel/Decel lanes will be required for main entrances to subdivisions as specified in the City of Fishers Construction Specifications or as required by the board of public works.
6. Passing blisters opposite main subdivision entrances may be required upon the discretion of the board of public works.

Commercial Driveways and Entrances:

1. Commercial driveways and entrances shall meet the design standards as set forth in the City of Fishers Construction Specifications and Standard Construction Details.
2. Commercial driveways and entrances shall meet the standards as set forth in the City of Fishers Unified Development Ordinance, as amended.
3. Medians for planting and access control are encouraged at the entrance of commercial driveways and shall meet the standards as set forth in the City of Fishers Unified Development Ordinance and shall maintain an adequate clear sight distance.
4. No commercial driveway or entrance shall be approved before being reviewed by the City of Fishers Technical Advisory Committee (TAC).
5. Passing blisters opposite entrances may be required upon the discretion of the board of public works.
6. Accel/Decel Lanes will be required for entrances to commercial developments as specified in the City of Fishers Construction Specifications or as required by the board of public works.
7. All commercial driveways proposed on primary arterials may require approval from the board of public works.

FRONTAGE ROADS

The City may require frontage roads to encourage circulation within and between developments and other projects, especially when fronting arterial streets. Frontage roads or streets can be applied to both residential and commercial uses. For residential uses, it allows homes to front along major thoroughfares, which provides more appealing aesthetics and access. For commercial uses, frontage roads provide better access and limit the number of driveways needed along arterials reducing potential conflicts and helping the flow of

traffic. Typically, frontage roads are classified as Local Streets unless they become through streets connecting arterials where they would be built to Collector standards when servicing commercial uses. However, the same standards would not apply to frontage roads servicing residential uses.

BLOCK LENGTH

Block Length shall be determined by the Fishers Unified Development Ordinance, as amended.

CUL-DE-SACS

The use of cul-de-sacs is discouraged. Rather, a connected street grid should be implemented in the design of all development. Eyebrow cul-de-sacs (where the roadway bulges to form a half cul-de-sac that does not have a street connecting it to the main road) are prohibited. Islands within cul-de-sacs are prohibited.

Green Infrastructure

Green infrastructure shall be constructed in accordance with Fishers' low-impact development ordinance and the UDO.

Connectivity

The City of Fishers seeks to provide connectivity between neighborhoods and developments. This connectivity extends to both commercial and residential construction. All development in the City planning jurisdiction shall be required to provide connectivity for vehicles, pedestrians, and bicyclists into and through the development.

Land Dedication

An integral part of the Thoroughfare Plan is corridor preservation and right-of-way protection. By preserving future corridors and right-of-way, it accomplishes three important aspects of planning;

1. Lowers the cost of land acquisition by preventing the need to purchase developed land;
2. Reduces the physical cost of development by preventing structures from being built on land that could be needed for transportation system improvements; and
3. Reduces the social cost of development by reducing or preventing the need to relocate families or businesses.

RIGHT-OF-WAY PROTECTION

One method of preserving transportation corridors is with the use of right-of-way protection. Right-of-way protection is a way to lower the cost of construction and to reduce negative impacts associated with construction. Right-of-way is based on functional classification of the street, per the Thoroughfare Plan.

In many cases, in an effort to be prudent with investment of public dollars, a road or street may initially be designed for two lanes even though it is classified as a Primary or Secondary Arterial because the demand for four or five lanes is not met at the present time. However, as growth occurs in the area, the road may eventually be expanded to handle the increased congestion without the need or expense of acquiring additional right-of-way. The same can be said for the need to acquire additional right-of-way for shared-use paths and bicycle lanes or routes. The Thoroughfare Plan map shows where extra right-of-way is needed along a specific road or street to incorporate facility enhancements like sidewalks and shared-use paths. The corridor plans identify where extra right-of-way may be required for intersection improvements, including the installation of roundabouts.

CORRIDOR PRESERVATION

To prevent any development in areas where future transportation corridors may exist, or along existing corridors, these corridors are highlighted in the Thoroughfare Plan map. Some examples of these are new interstate interchanges at I06th Street and Cyntheanne Road, the extension of I26th from Southeastern to Cyntheanne Road, the Cyntheanne Road corridor, and even the rapid transit study for a future light-rail corridor. It is important to include these corridors in an effort to preserve and protect the right-of-way needed in case these projects are funded and constructed. These corridors, which are identified in the Capital Improvements Plan, shall be identified and preserved through the Technical Advisory Committee process.

Maintenance & Funding

The City of Fishers is responsible for maintaining all of the public roads, streets, and paths within the City's right-of-way, unless otherwise noted in this Plan or in other City documents, contracts, or agreements. The Indiana Department of Transportation (INDOT) is responsible for maintenance on I-69, the interstate interchanges, and SR 37.

When new commercial or residential development occurs, it is the developer's responsibility for building streets, sidewalks, greenways, and shared-use paths needed to serve the development. The Thoroughfare Plan, UDO and design standards provide details for building these facilities. The plan also provides standards for incorporating alternative modes of transportation like sidewalks, shared-use paths and bicycle lanes into new developments. Besides design standards, the Thoroughfare Plan also details the amount of right-of-way needed for roads and streets by functional classification. This gives the developer guidance when they dedicate land to the City for the installation of utilities, infrastructure and the continued maintenance of the corridors.

Another function of the Thoroughfare Plan is the functional classification of roads and streets to match the Federal

Highway Administration (FHWA) functional classification for potential federal funding of road projects. According to regulations established in Intermodal Surface Transportation Efficiency Act (ISTEA), the groundbreaking transportation bill and carried forward with Transportation Equity Act for the 21st Century (TEA-21), Federal-aid highways and roads on the National Highway System are eligible for federal funding.

These roads are functionally classified according to standards established by the Highway Capacity Monitoring System (HCMS). Therefore, in order to receive federal funding, it is important that the City of Fishers Thoroughfare Plan matches the functional classification of the FHWA.

Level of Service

The Level of Service is a rating system of that ranks the function of a road on a scale from A to F. A rated roads experience free-flow of traffic at the peak hour. F rated roads experience complete gridlock at the peak hour. Generally, Level C is the ideal condition where a roadway is not overbuilt but congestion is not overwhelming.

Thoroughfare systems provide varying levels of service throughout the day. During peak travel hours, a system may be congested with traffic but provide for congestion free-flowing movement during other periods of the day. It is not economically feasible to design a roadway to always maintain free flowing movement. Therefore, the City must decide how much usage a roadway receives before it is upgraded. This is defined by the level of service.

The service volume of a street is defined as the maximum number of vehicles that can pass over a given section of a lane or roadway in one direction on multi-lane highways (or in both directions on a two or three lane roadway) during a specified time period while operating conditions are maintained corresponding to the selected or specified level of service. Service volumes are ranked from A through F depending upon flow characteristics. For instance, at service

Level A, traffic is free flowing and vehicles operate at speeds independent of one another. By contrast, service Level F describes a forced flow condition in which the roadway acts as storage for vehicles backing up from a downstream bottleneck.

Traffic operation at Level C is in the range of stable flow rather than free flow. Under such a stable flow condition, vehicles move in regimented platoons without the freedom of speed, lane, or choice. While the preference is to design for Level C, the context of the roadway, adjacent properties, and length of peak travel periods may permit the use of a lower level of service on some roadways.

The volumes of traffic that can be handled at intersections govern the capacity of urban arterials, except those with limited access. Basic considerations in the development of the intersection service volumes are as follows:

1. Physical features: pavement width of approaches, parking conditions and the type of operation (one or two way);
2. Environmental conditions: the size of the urban area, and the location of the intersection within the urban area; and
3. Traffic characteristics: turning movements, trucks and buses and proportion of total signal cycle time allocated to the various intersection approaches.

ADA Compliance

All development projects in the City of Fishers must meet the most recent ADA requirements.

Roundabout Design Standards

Roundabouts are circular intersections designed to maintain a continuous flow of traffic without a stop sign or a signal. They have specific design and traffic control features that include yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure that travel speeds on the circulatory roadway are typically less than 25 mph. Circulating vehicles have the right-of-way. All vehicles travel counterclockwise and pass to the right of the center island. Pedestrian and recreational cyclist access is allowed only across the legs of the crossing.

The maximum daily service volume of a single-lane roundabout varies between 20,000 and 26,000 vehicles/day, depending on left turn percentages and the distribution of traffic between major and minor roads.

A dual lane roundabout may service up to 40,000 to 50,000 vehicles/day.

Location Criteria

A roundabout may be the best option at an intersection when:

- An intersection does not exceed the peak hour volume warranted for a signalized intersection.
- A roundabout may perform better than alternate control modes by reducing delays, improving safety or solving other operational problems.
- Approach grades and adequate right of way allow.
- There are four or fewer through lanes resulting in no more than two approach lanes.
- An intersection has skewed approaches.

Roundabouts may not be the best option when:

- Two way stop control is not experiencing operational problems.
- Physical or geometric complications make it impossible or uneconomical to construct a roundabout. These may include right-of-way limitations, utility conflicts, drainage problems, etc.
- There is significant heavy vehicular traffic moving through the area on a regular basis.
- Bottlenecks would routinely back up traffic into the roundabout.
- Intersections located on an arterial within a coordinated signal network. In these cases the level of service on the arterial may be better served with a signalized intersection incorporated into the system.
- Existing topography does not allow for sight distance to be achieved.
- The space available for at the intersection is not adequate to construct the roundabout to the design standards as articulated in this document.

Design Standards

The United States Department of Transportation has a publication entitled "Roundabouts: An Informational Guide". The guide provides national standards for the design of roundabouts. This reference should be used, whenever possible, to guide the development of roundabouts in the City of Fishers.

Roundabouts should adhere to this guidance, and the latest guidance from the transportation engineering community. These include, but are not limited to the Institute of Transportation Engineers, American Association of State Highway and Transportation Officials, Federal Highway Administration, and the Indiana Department of Transportation.

Lighting, bicycle ramps, and bike lanes (were applicable) should be integrated into each roundabout.



Road Design Standards

The following criteria apply to the design of roadways according to the Thoroughfare Plan. However, if a roadway is identified on the corridor plans within this document, the corridor plan shall serve as the design standard for that roadway.

The following pages of road design standards identify typical street features as specifically described in the UDO and construction details.

1. Primary Arterial
2. Secondary Arterial
3. Collector
4. Local Street

I. Primary Arterial

A Primary Arterial is typically designed to carry large traffic volumes either through the community or from area to area. They have controlled access with major intersections typically one mile apart and can consist of four or more travel lanes and are usually divided. These streets generally connect with interstates or other Primary Arterials.

STREET FEATURES

- Minimum Right-of-Way: 120 feet
- Maximum Number of Lanes: 4 lanes (up to 6 in select locations)
- Desired Lane Widths: 12 feet
- Curbs: Preferred
- Sidewalks or Paths: Required on both sides of roadway
- On-street Parking: Not permitted
- Minimum Planting Strip: 5-8 feet
- Street Trees: Required

DESIGN PRIORITIES

Primary Priorities Within Right-of-Way:

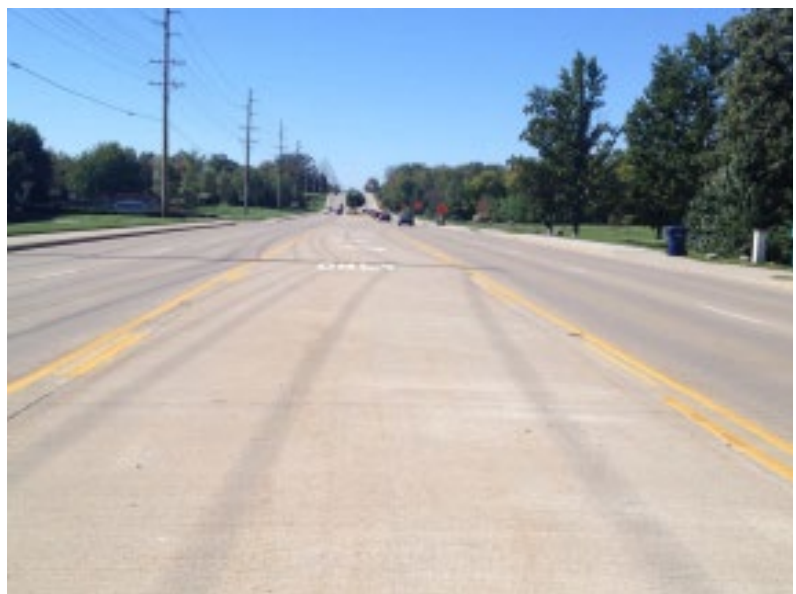
- Width of travel lanes
- Bicycle and pedestrian facilities

Secondary Priorities Within Right-of-Way:

- Sensitive to context
- Street trees

TRAFFIC MANAGEMENT OPTIONS

- Roundabouts
- Defined turn lanes at intersections
- Acceleration and deceleration lanes
- Exit ramps at interstates
- Signs
- Traffic Signals



126th Street is an example of a Primary Arterial.

2.Secondary Arterial

A Secondary Arterial is typically a main thoroughfare carrying a higher percentage of short and local trips than Primary Arterials. They carry significant volumes and usually provide access to major commercial districts. These streets generally connect Collector Roads to Arterials.

STREET FEATURES

- Minimum Right-of-Way: 100 feet
- Maximum Number of Lanes: 4 lanes
- Desired Lane Widths: 12 feet
- Curbs: Optional
- Sidewalks and Paths: Required on both sides of roadway
- On-street Parking: Not permitted
- Minimum Planting Strip: 5-8 feet
- Street Trees: Required

DESIGN PRIORITIES

Primary Priorities Within Right-of-Way:

- Width of travel lanes
- Bicycle and pedestrian facilities

Secondary Priorities Within Right-of-Way:

- Sensitive to context
- Street trees

TRAFFIC MANAGEMENT OPTIONS

- Roundabouts
- Defined turn lanes at intersections
- Acceleration and deceleration lanes
- Signs
- Traffic Signals



Brooks School Road is an example of a Secondary Arterial.

3. Collector

The primary function of a Collector is to collect traffic from an area, residential or work-place, and move it to an arterial, while also providing substantial service to abutting land uses. Collector streets provide balance between land access and mobility and serve many land use classifications.

STREET FEATURES

- Minimum Right-of-Way: 90 feet
- Maximum Number of Lanes: 2 lanes
- Desired Lane Widths: 12 feet
- Curbs: Optional
- Sidewalks and Paths: Preferred on both sides of roadway
- On-street Parking: Not permitted
- Minimum Planting Strip or Grate: 5-8 feet
- Street Trees: Required

DESIGN PRIORITIES

Primary Priorities Within Right-of-Way:

- Width of travel lanes
- Bicycle and pedestrian facilities

Secondary Priorities Within Right-of-Way:

- Sensitive to context
- Street trees

TRAFFIC MANAGEMENT OPTIONS

- Roundabouts
- Defined turn lanes at intersections
- Acceleration and deceleration lanes
- Signs
- Traffic Signals



121st Street is an example of a Collector Road with a path only on one side.

4. Local Streets

Primary function is to provide direct access to residential and commercial land uses and feed Collectors. Local streets provide the highest degree of access and lowest degree of mobility. They are generally associated with residential areas and permit direct access to adjacent land. They are typically connected to one another or a Collector street. Local streets should be designed to discourage high speed traffic and to serve short distance travel.

STREET FEATURES

- Minimum Right-of-Way: 56 feet
- Maximum Number of Lanes: 2 lanes
- Minimum Lane Widths: 10 feet
- Curbs: Required
- Sidewalks and Paths: Preferred on both sides of roadway
- On-street Parking: Optional on one or two sides; 8 feet each
- Minimum Planting Strip or Grate: 8 feet
- Street Trees: Required

DESIGN PRIORITIES

Primary Priorities Within Right-of-Way:

- Access to residential and business properties
- Reinforce neighborhood character

Secondary Priorities Within Right-of-Way:

- Width of travel lanes
- On-street parking

TRAFFIC MANAGEMENT OPTIONS

- Signs
- Narrower lane widths



Turkel Drive is an example of a typical local street with curb and gutter, sidewalks on both sides, and room to park on either side of the road.

Pedestrian Network

The following pages of pedestrian network design standards identify typical street features as specifically described in the UDO and construction details.

1. Residential Sidewalk
2. Urban Residential Sidewalk
3. Commercial Sidewalk
4. Urban Commercial Sidewalk

I. Residential Sidewalk

A Residential Sidewalk is the portion of a street right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. It is intended to provide connectivity from home to home and to link to other facilities along perimeter roads, such as a shared-use path. It is designed primarily for pedestrians and includes activities such as walking.

DESIGN CRITERIA

- Width: 6 feet desirable; 5 feet minimum
- Material: Concrete
- Slope: per standard construction details
- Obstructions: None allowed
- Separation from curb: 8 feet minimum
- Right-of-Way: Fully within the public right-of-way

FACILITY PLACEMENT

Primary Priorities

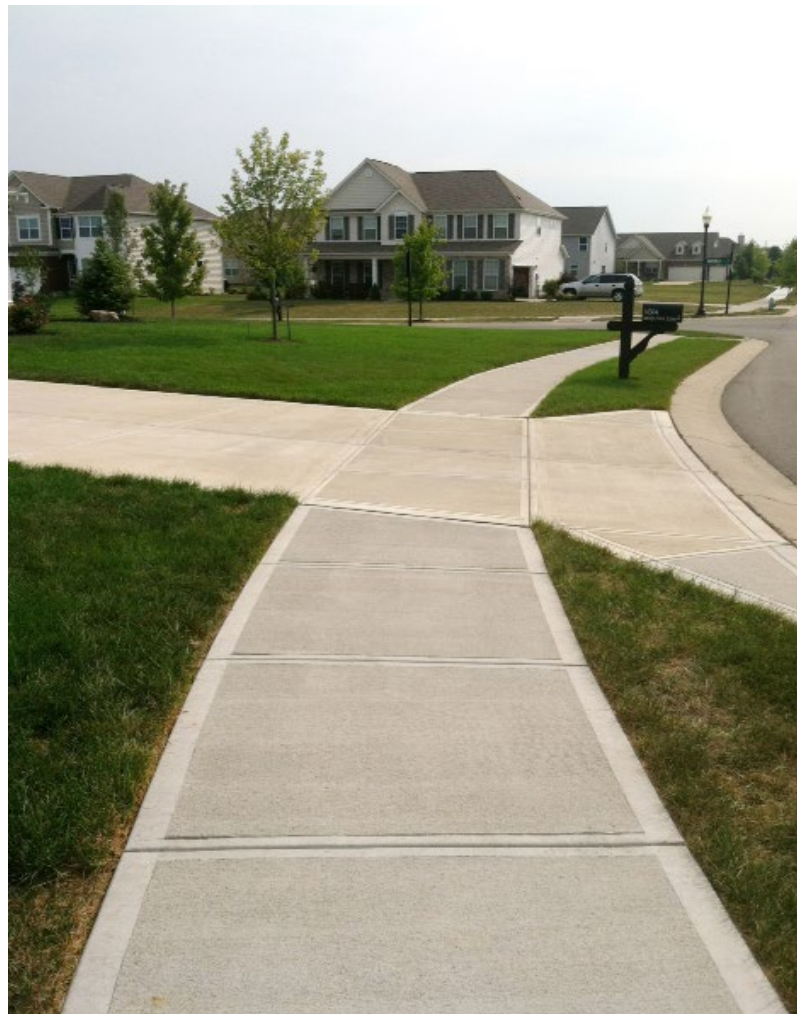
- Connectivity
- Unobstructed
- Compliance with ADA Guidelines

Secondary Priorities

- Longitudinal and cross slopes kept at minimum
- Separation from roadway

DESIGN CONSIDERATIONS

- Crosswalk markings on arterials for providing safe pedestrian crossings.
- Curb ramps that conform to and follow ADA Guidelines.
- Eliminating protruding objects to protect pedestrians, including people with all disabilities.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.
- Root barriers are recommended for trees planted in the grass strip between the curb and sidewalk to prevent future displacement of the sidewalk.



2. Urban Residential Sidewalk

An Urban Residential Sidewalk is the portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. It is intended to provide connectivity from home to home and to link to other facilities along perimeter road, such as a shared-use path. It is designed primarily for pedestrians and includes activities such as walking. An Urban Residential Sidewalk is not intended for use by bicyclists or skating.

DESIGN CRITERIA

- Width: 8 feet desirable; 5 feet minimum
- Material: Concrete, brick or hardscape pavers
- Slope: per standard construction details
- Obstructions: None allowed
- Separation from curb: Not required
- Right-of-Way: Fully within the public right-of-way

FACILITY PLACEMENT

Primary Priorities

- Connectivity
- Compliance with ADA Guidelines
- Street trees

Secondary Priorities

- Unobstructed
- Longitudinal and cross slopes kept at minimum

DESIGN CONSIDERATIONS

- Crosswalk markings providing safe pedestrian crossings.
- Curb ramps that conform to ADA Guidelines.
- Eliminating protruding objects to protect pedestrians, including people with all disabilities.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.



3. Commercial Sidewalk

A Commercial Sidewalk is the portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. It is intended to provide connectivity from business to business and to link to other facilities along perimeter roads, such as a shared-use path. It is designed primarily for pedestrians and includes activities such as walking. A Commercial Sidewalk is not intended for use by bicyclists or skating.

DESIGN CRITERIA

- Width: 8 feet desirable; 5 feet minimum
- Material: Concrete
- Slope: per standard construction details
- Obstructions: None allowed
- Separation from curb: 8 feet desirable; 5 feet minimum
- Right-of-Way: Fully within the public right-of-way

FACILITY PLACEMENT

- Primary Priorities
 - Connectivity
 - Unobstructed
 - Compliance with ADA Guidelines
- Secondary Priorities
 - Longitudinal and cross slopes kept at minimum
 - Separation from roadway

DESIGN CONSIDERATIONS

- Crosswalk markings for providing safe pedestrian crossings.
- Curb ramps that conform to and follow ADA Guidelines.
- Eliminating protruding objects to protect pedestrians, including people with all disabilities.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.



4. Urban Commercial Sidewalk

An Urban Commercial Sidewalk is the portion of a street right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. It is intended to provide connectivity from business to business and to link to other facilities along perimeter roads, such as a shared-use path. It is designed primarily for pedestrians and includes activities such as walking, outdoor dining, and sitting on benches. An Urban Commercial Sidewalk is not intended for use by bicyclists or skating.

DESIGN CRITERIA

- Width: 12 feet desirable; 10 feet minimum
- Material: Concrete, brick or hardscape pavers
- Slope: per standard construction details
- Obstructions: Street lights, street signs, planters, trees, and seating. Five foot clear space must be maintained.
- Separation from curb: Not required
- Right-of-Way: Fully within the public right-of-way

FACILITY PLACEMENT

Primary Priorities

- Connectivity
- Compliance with ADA Guidelines
- Variation in construction materials
- Street trees

Secondary Priorities

- Unobstructed
- Longitudinal and cross slopes kept at minimum

DESIGN CONSIDERATIONS

- Striped crosswalk hatching for providing safe pedestrian crossings.
- Curb ramps that conform to and follow ADA Guidelines.
- Eliminating protruding objects to protect pedestrians, including visually impaired people.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.
- Lighting



Bicycle Network

The following pages of bicycle network design standards identify typical street features as specifically described in the UDO and construction details.

1. Greenway
2. Shared-Use Path
3. Bike Lane
4. Shared Lane
5. Bike Box

I Greenway

A linear portion of land that is wooded or open space typically found along waterways, utility lines, non-vehicular public right-of-ways, and natural corridors. Sidewalks, side paths, shared-use paths and natural trails can all be located within a greenway. Users of all categories may make use of this type of path system.

DESIGN CRITERIA

- Width: 12 feet desirable, 10 feet minimum
- Material: Asphalt, crushed limestone, bark mulch, or exposed soil surface
- Slope: per standard construction details
- Obstructions: None allowed
- Separation from curb: Not applicable
- Right-of-Way: Fully within the public right-of-way; easements are also acceptable

FACILITY PLACEMENT

Primary Priorities

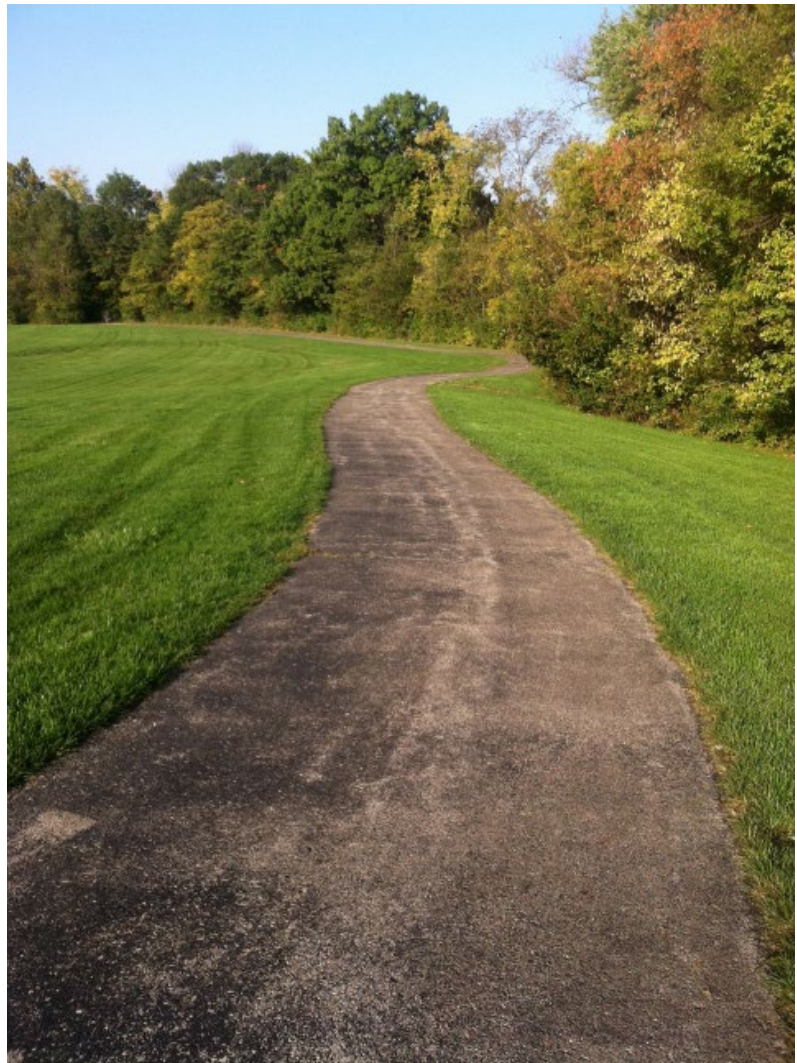
- Connectivity
- Unobstructed
- Minimize disturbance to natural features
- Horizontal and vertical curves utilized

Secondary Priorities

- Longitudinal and cross slopes kept at minimum

DESIGN CONSIDERATIONS

- Eliminating protruding objects to protect pedestrians, including people with all disabilities.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.
- Smooth transitions from off-street trail to street surface at intersections.
- Minimize environmental disturbance.
- Minimize grade change.



2. Shared-Use Path

A shared-use path is physically separated from motor vehicle traffic by an open space or barrier and either within the public right-of-way or along private roads. Most shared-use paths are designed for two-way travel. It is intended to provide connectivity from neighborhood to neighborhood and to link to community amenities, such as parks. It is designed for use by pedestrians and bicyclists and includes activities such as walking, jogging, skating, and recreational cycling.

DESIGN CRITERIA

- Width: 10 feet, 8 feet minimum when physical constraints prevent 10 feet
- Material: Asphalt
- Slope: per standard construction details
- Obstructions: None allowed
- Separation from curb: 10 feet desirable, 5 feet minimum if separated by a curb
- Right-of-Way: Fully within the public right-of-way; easements are also acceptable

FACILITY PLACEMENT

Primary Priorities

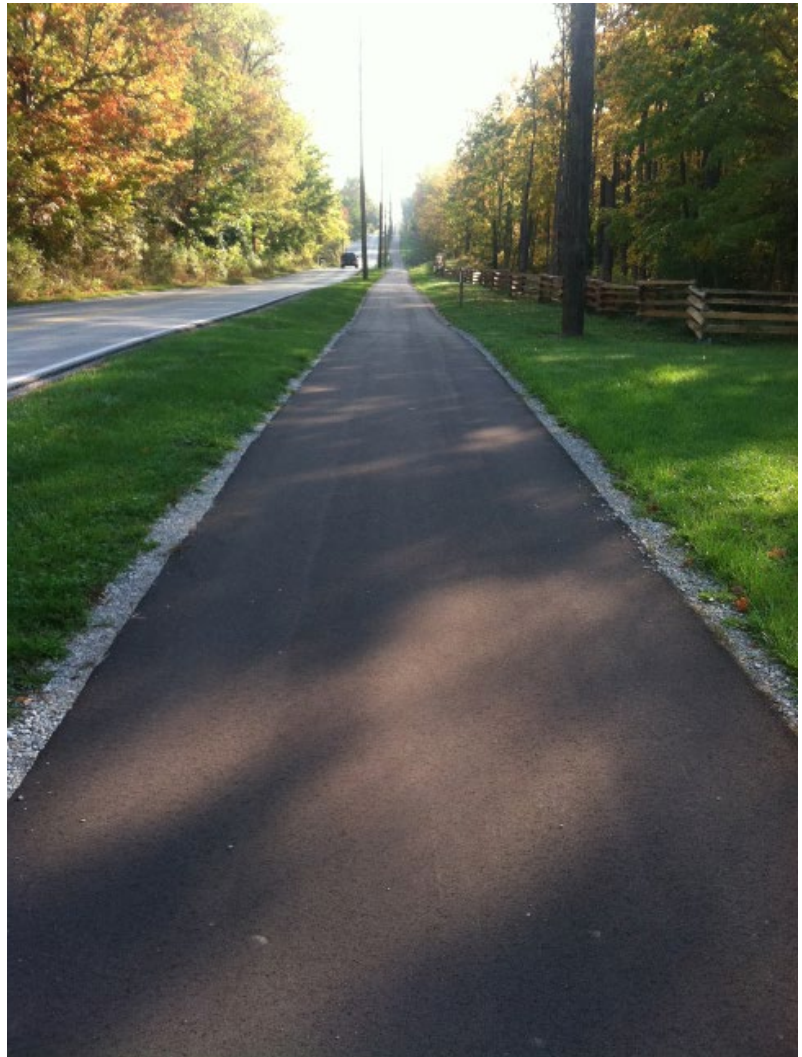
- Connectivity
- Unobstructed
- Compliance with ADA Guidelines
- Separation from roadway
- Horizontal and vertical curves utilized

Secondary Priorities

- Longitudinal and cross slopes kept at minimum

DESIGN CONSIDERATIONS

- Crosswalk markings for providing safe pedestrian crossings.
- Curb ramps that conform to and follow ADA Guidelines.
- Eliminating protruding objects to protect pedestrians, including people with all disabilities.
- Provide vertical clearance of 8 feet minimum over a sidewalk, path, or street.
- Root barriers are recommended for trees planted in the grass strip between the curb and sidewalk to prevent future displacement of the path.
- Smooth transitions from off-street trail to street surface at intersections.



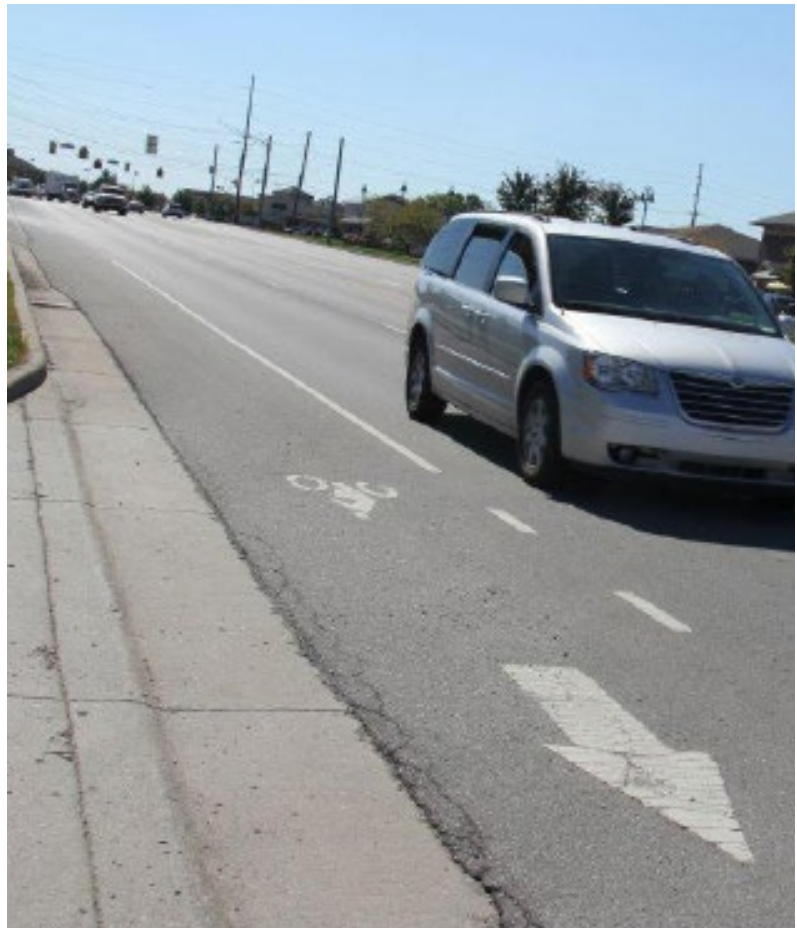
3. Bike Lane

Dedicated bike lanes provide an exclusive space for cyclists through the use of signage and pavement markings. The lanes are located immediately adjacent to the vehicle travel lanes and flow in the same direction as the vehicles. They are typically on the right hand side of the road between the vehicular travel lane and the curb or the edge of the roadway. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.

Dedicated bike lanes are most helpful on roadways with daily traffic counts are over 3,000 cars/day and speed limits higher than 25 mph. On streets with high traffic volumes, regular truck traffic or speed limits greater than 35 mph consider treatments that provide greater separation between the bicycles and vehicular traffic such as buffered bike lanes.

DESIGN FEATURES

- Minimum Width: 4 feet Surface Suitable for Riding, exclusive of any gutter.
 - Minimum Width for Roads With Design Speed Over 40 mph: 6 feet
 - Minimum Width When Adjacent to a Guardrail or Other Barrier: 10 feet
 - The words "Bike Lane" and/or symbol and arrow markings shall be used to define the bike lane and designate that portion of the street.
 - The words "Bike Lane" and/or symbol and arrow markings shall be located outside the vehicle tread paths at intersections, driveways, and merging areas in order to minimize wear and tear from motor vehicles.
 - A solid white lane line marking shall be used to separate motor vehicle travel lanes from the bike lane. The line should be a minimum of 6 inches in width.
 - Gutter seams, drainage inlets and utility covers should be flush with the pavement and oriented to prevent conflict with bike tires.
- If sufficient space exists and increased separation from motor vehicle travel is desired, a travel side buffer should be used.
 - Lane striping should be dashed through high traffic merging areas.
 - Where motor vehicles are required to merge into the bike lane in advance of a turn movement, lane striping should be dashed from 50-200 feet in advance of intersections to the intersection.
 - "Bike Lane" signs should be located prior to the beginning of a marked bike lane to designate that portion of the street for preferential use by cyclists.
 - "Bike Lane Ends" signs should be located 50-200 feet in advance of the ending of a marked bike lane to alert cyclists that the dedicated space will no longer be available.



Olio Road between 116th and 126th is an example of a dedicated bike lane.

4. Shared Lane

Shared lanes markings (SLM) or “sharrows” are road markings used to indicate a shared lane environment for bicycles and automobiles. They reinforce the legitimacy of cycling traffic on the street, recommend proper bicyclist positions, and may be designed to provide directional guidance. Sharrows are recommended on streets with posted speed limits of 25 mph or lower. Sharrows are not a recommended treatment on roads with design speeds of over 35 mph and with motor vehicle traffic over 3,000 vehicles per day. Sharrows are typically considered for use when the physical space of the thoroughfare does not allow the installation of a dedicated lane or when a lane is not recommended.

SHARED LANE FEATURES

Placement of the marking is important to ensure cyclists position themselves safely in lanes too narrow for cars and cyclists to comfortably travel side by side within the same traffic lane. The marking alerts drivers to the lateral position that cyclists are encouraged to occupy within the street and encourages safe passing practices. The shared lane marking used in the United States is the double chevron and sharrows.

DESIGN STANDARDS

- Frequency of markings should correspond to the difficulty the cyclist may experience maintaining the proper travel path.
- Separation Distance Between Markings: On busier streets or to bridge discontinuous bike facilities markings should be located 50-100 feet apart.
- Separation Distance between Markings: On lower traffic bike routes markings may be located up to 250 feet apart. These should be staggered by direction to provide markings closer together.
- Placement of the Marking: Center of travel lane (on streets with 25 mph design speed)
- Placement of Marking: Minimum of 4 feet from the back of curb.
- Where bike lanes or sharrows are situated between the lane of travel and angled parking, special consideration should be given to appropriate markings.
- Placement of marking adjacent to a parking lane: Minimum of 11 feet from back of curb.
- Dotted line markings may accompany the shared lane marking to further encourage desired lane positioning.



Currently, Fishers does not have any designated shared lanes. This image is of a residential street with bicycle shared lane markings in Indianapolis.

5. Bike Box

A bike box is a designated area at the head of a traffic lane at a signaled intersection that provides a safe and visible way to get ahead of the queuing traffic during the red signal phase. These work well at intersections with high volumes of bicycles and/or motor vehicles, especially those with frequent bike left-turns and/or motorist right-turns. Any signaled location where there may be right or left turning conflicts between motorists and cyclists are ideal for bike boxes. This groups cyclists together to clear an intersection quickly and minimizing interference with other traffic. Pedestrians also benefit from reduced vehicle encroachment into the crosswalk.

Bike boxes may not be needed until bike ridership justifies the installation of the boxes. Boxes should only be installed on key bike corridors, which will be determined based on ridership.

Installation of bike boxes requires an intersection capacity analysis.

DESIGN FEATURES

- Depth of box: 10 – 16 feet
- Stop Line: Delineates where cars are to stop at the intersection. It should be placed at least 7 feet in advance of the bike box.
- Pavement Markings: A bike symbol shall be centered between the cross walk line and the stop line.
- Colored Pavement: Should be used in the bike box to increase its visibility.
- Ingress Lane: 20-25 feet in length and a minimum of 4 feet in width should be installed adjacent to the curb to guarantee the cyclists access to the bike box. This should be constructed with colored pavement.
- Egress Lane: An egress lane should be used to define the potential area of conflict between cyclists and motorists. No egress lane should be used if there is no bike lane on the far side of the intersection.

SIGNAGE

- A "No Right Turn on Red" sign must be installed at any corner with a bike box.
- A "Stop Here on Red" sign should be installed at the stop line to draw attention to the need to stop behind the line.
- A "Yield to Bike" sign should be installed in advance of the egress lane to reinforce that the bikes have the right-of-way through the intersection.

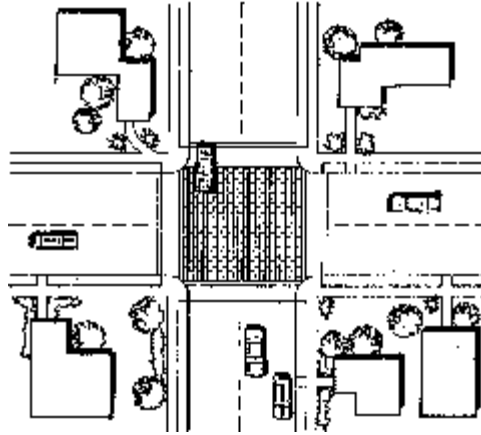


Creating Place

Infrastructure improvements can be a mechanism to create a sense of place and can also serve to increase safety for both pedestrians and vehicles. Though these mechanisms are not practical for use in every location and on every roadway, they should be utilized in key nodes throughout the community to encourage redevelopment, reduced vehicular speeds, and increased walkability.

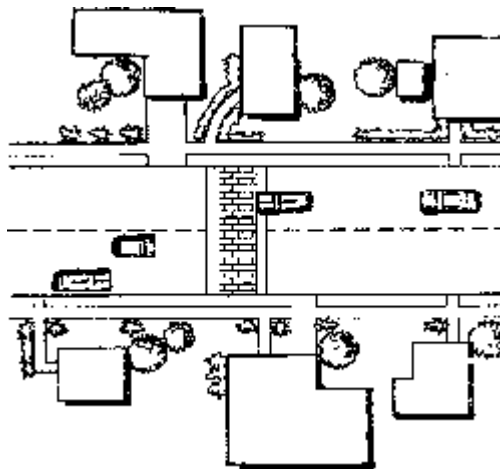
These mechanisms include:

- Speed tables
- Raised intersections
- Partial road closures
- Traffic circles
- Road narrowing
- Curb extensions
- Improved pavement markings
- Establishing a grid street network
- Sharing parking between uses
- Frontage roads
- Pedestrian crossing signals
- Medians/center islands



Raised Intersection

Source: ITE



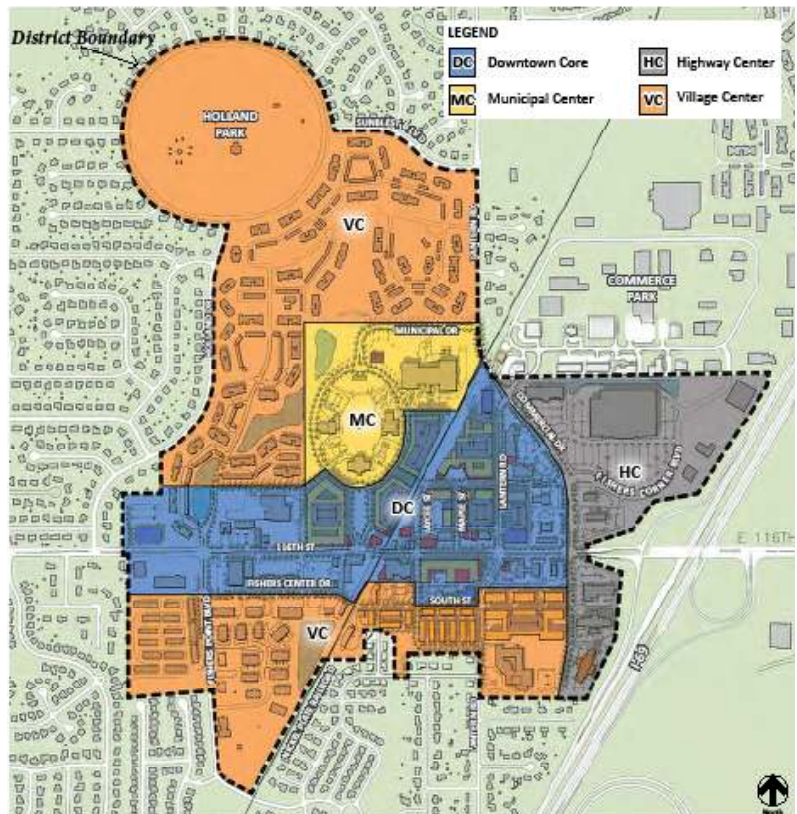
Speed Table

Source: ITE

Nickel Plate District

The Nickel Plate District Code regulates development in the area depicted in Figure 3.4. The roads in this area have been designed as part of the Nickel Plate District Master Plan and are not a component of these Corridor Plans.

For further information, please refer to the Nickel Plate District Code, as amended.



APPENDIX C

CORRIDOR PLANS

CORRIDOR PLANS

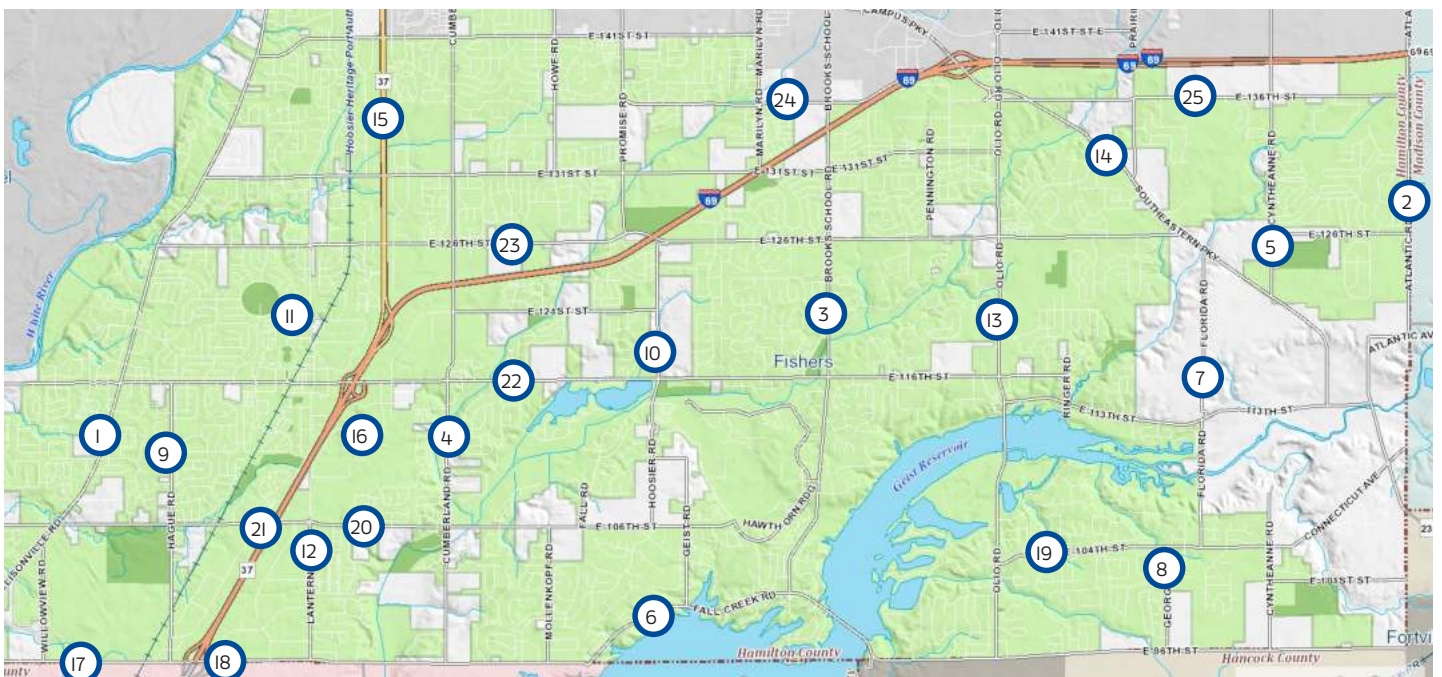
The Thoroughfare Plan includes corridor plans for select roadways throughout the City of Fishers.

The plans are schematic and will be refined during engineering for each project, which may result in modification of the plans as presented. These plans anticipate long-range transportation challenges, provide for improved livability and economic vitality, and plan for balanced travel options between roads, bicycles, and pedestrians. Fishers' staff members understand that in order to maintain mobility and economic vitality concurrently, vehicular demand management strategies must be paired with improvements in safety, capacity, and performance of all transportation modes including walking, cycling, carpooling and mass transit. The goal for the Fishers transportation network is to ensure that congestion during peak commute periods does not interfere with Fishers' economic sustainability and resilience over the coming decades.

The roads in the northeast corner of Fishers will continue to be studied as development occurs.

See the following pages for details on these corridors:

- | | | |
|------------------------------|----------------------------------|----------------------------------|
| 1. Allisonville Road | 10. Hoosier Road | 19. I04th Street |
| 2. Atlantic Road | 11. Lantern Road (2-Lane) | 20. I06th Street |
| 3. Brooks School Road | 12. Lantern Road (4-Lane) | 21. I06th Street (I-69) |
| 4. Cumberland Road | 13. Olio Road | 22. I16th Street |
| 5. Cyntheanne Road | 14. Southeastern Parkway | 23. I26th Street |
| 6. Fall Creek Road | 15. State Road 37 | 24. I36th Street (2-Lane) |
| 7. Florida Road | 16. USA Parkway | 25. I36th Street (4-Lane) |
| 8. Georgia Road | 17. 96th Street | |
| 9. Hague Road | 18. 96th Street (I-69) | |



I. Allisonville Road

PRIMARY ARTERIAL

Allisonville Road is the westernmost north/south primary arterial in Fishers. It has historically been and continues to be an important connection between Noblesville, Fishers, and Indianapolis. It has one formal gateway feature installed at 96th Street, and a second is planned for 146th Street. The gateway features help to welcome guests and residents to Fishers. Destination points include the Indianapolis Municipal Airport, Oaklawn Memorial Cemetery, and Conner Prairie Interactive History Park. Allisonville Road serves several established residential neighborhoods and multiple commercial nodes. Portions of the Allisonville Road corridor were originally developed in the 1980s and are beginning to redevelop. As Fishers encourages re-development of these older areas, the corridor will become more user-friendly for pedestrians and cyclists as paths and sidewalks will be required of each redeveloping site. To support this goal, the Allisonville Road cross section includes two 10-foot shared-use paths with a five-foot minimum separation between vehicles to provide a sense of increased comfort and safety. 126th Street to 146th Street will remain a special study area as redevelopment occurs. At a minimum, a three-lane section with a continuous center turn lane will be necessary.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
One Left Turn Lane/Median
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two 5-ft. Sidewalk/Landscape Buffers
Two Landscape Utility Buffers (11-ft)
One Landscape Median/Turn Lane

CONVENTIONAL INTERSECTIONS:

- | | |
|------------------|----------------|
| 96th Street | Eller Road |
| Willow View Road | 106th Street |
| Easy Street | 116th Street |
| Marsh Drive | Sunblest Blvd. |
| 126th Street | 131st Street |
| 141st Street | 146th Street |

BRIDGES/LARGE CULVERTS:

- | | |
|--------------|-----------------|
| Behner Brook | Heath Ditch |
| Smock Creek | Shoemaker Ditch |
| Weaver Creek | |

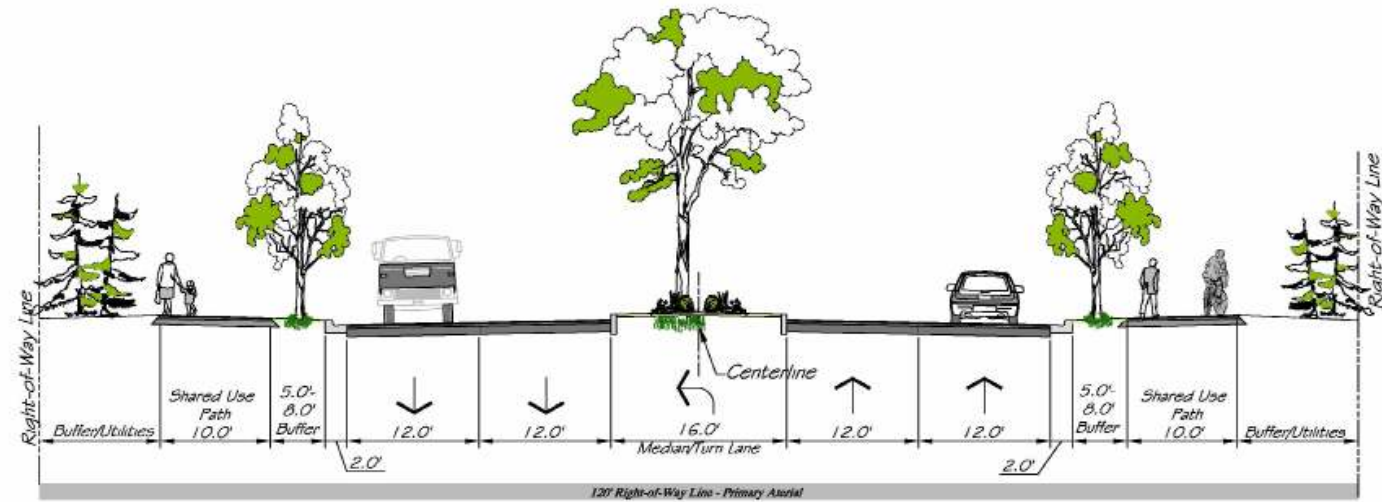
DESIGN CONSIDERATIONS:

Cemetery, airport, existing development, or hardscape may affect layout

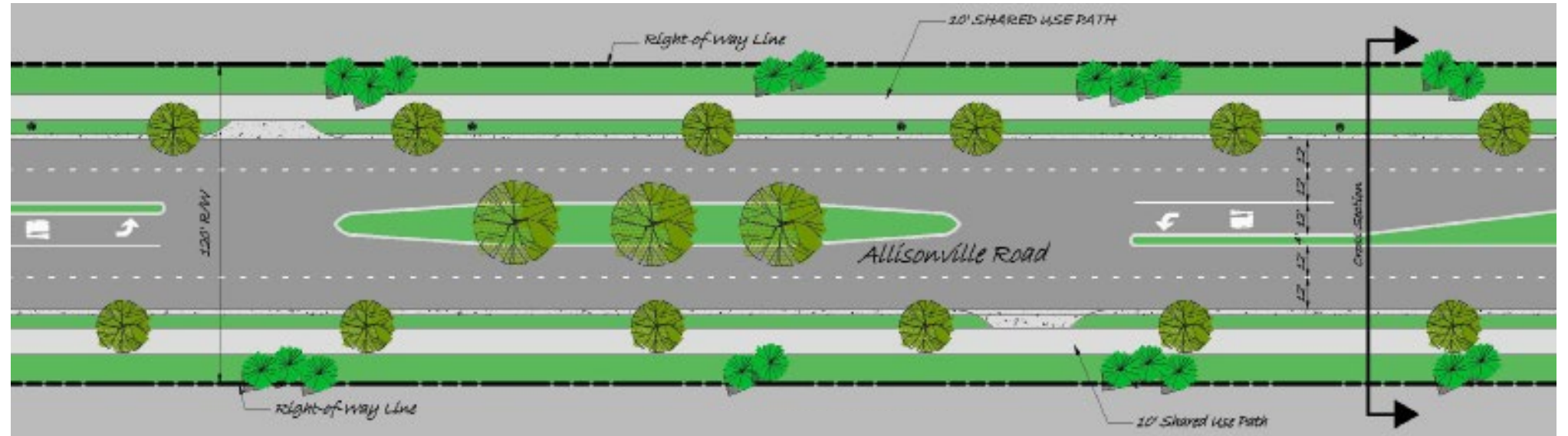
UTILITY NOTES*:

- Large power transmission line
- Adjacent lift substation

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



- | | | |
|--|--|---|
| — 2-Lane Roadway | □ Conventional Intersection | ● Future Round-a-bout |
| — 4-Lane Roadway | ⊗ Round-a-bout | ○ Future Interchange |
| — 5-Lane or more Roadway | | |

2. Atlantic Road

Collector

Atlantic Road is a three-mile collector that follows the county line between Hamilton and Madison Counties. It connects local residents from both counties to secondary and primary thoroughfares for business, shopping and commuting needs. Its purpose is to provide a direct route to larger thoroughfares after residents, including bicycles and pedestrians, exit adjacent neighborhoods. The rural nature of the corridor will be maintained with the two-lane street section and minimal infrastructure.

- Right-of-Way Width: 90 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Landscape/Drainage/Utility Buffers

CONVENTIONAL INTERSECTIONS:

- Connecticut Avenue
- 113th Street
- 126th Street
- 136th Street

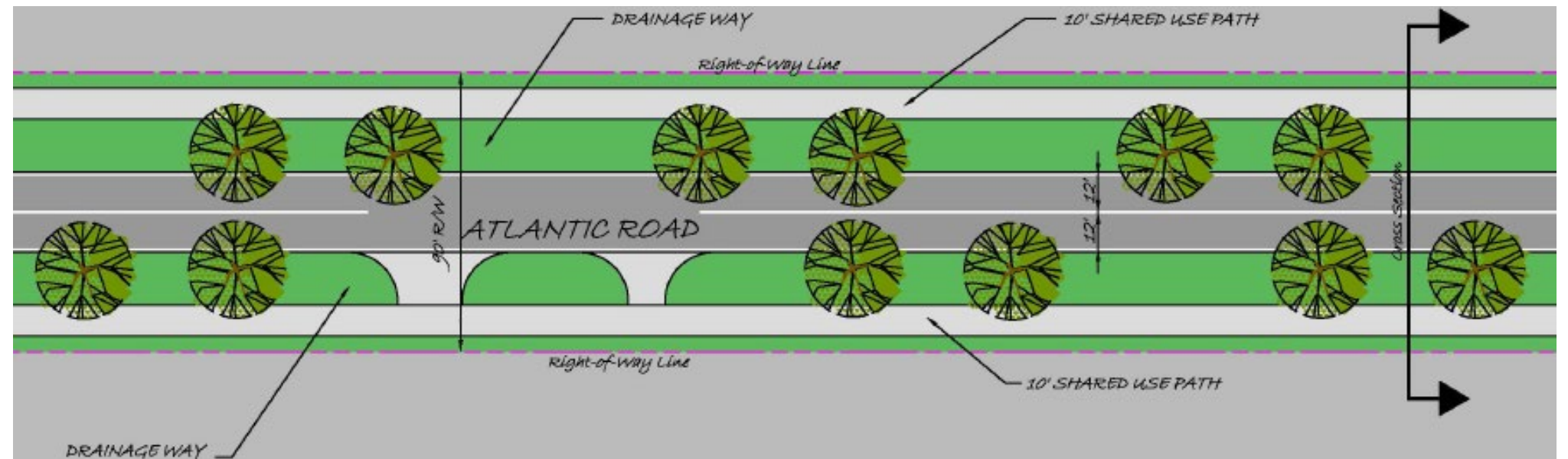
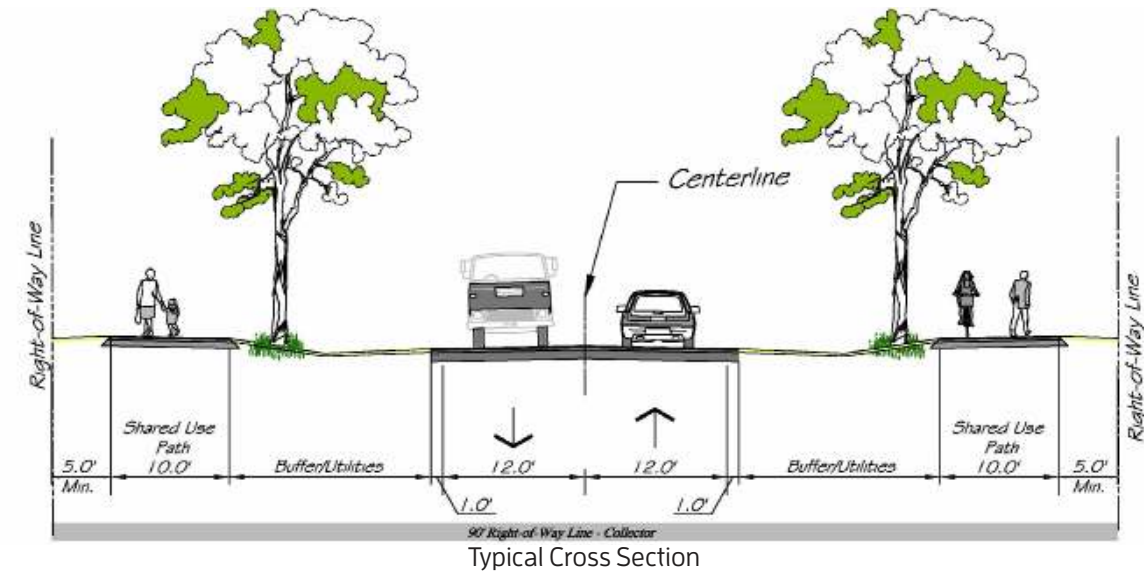
DESIGN CONSIDERATIONS:

- Coordination with Hancock County
- Ninety-degree alignment bends

UTILITY NOTES*:

- Power Transmission Lines

*Utility notes do not represent a complete utility inventory

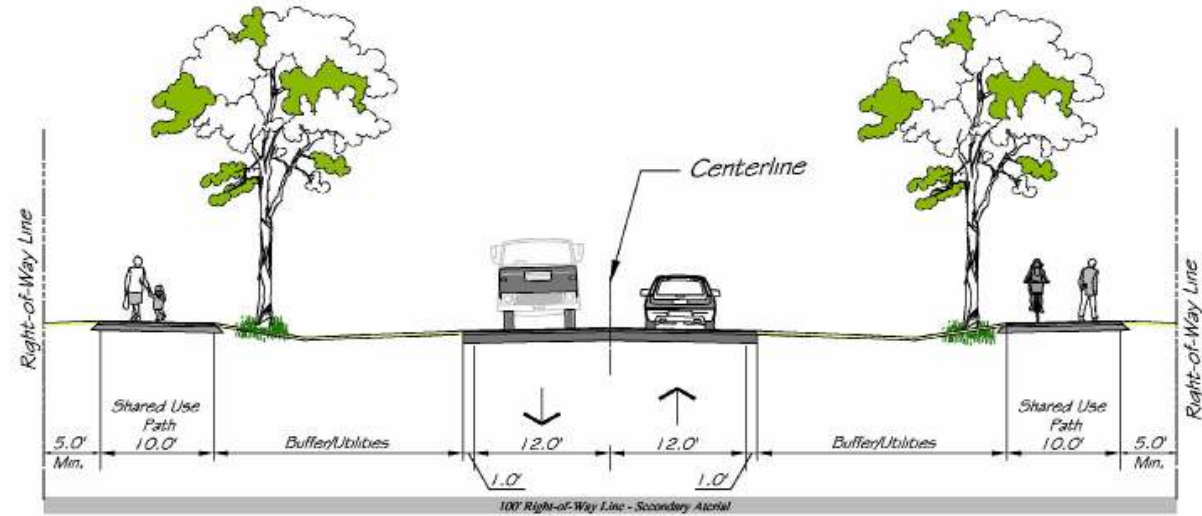


3. Brooks School Road

SECONDARY ARTERIAL

Brooks School Road is a secondary arterial that extends north to south through the center of Fishers. It connects residential developments to the major east/west primary arterials. The route accommodates short multi-modal trips to schools, parks and commercial areas including Brooks School Elementary, Brooks School Park, a neighborhood commercial zone at 116th Street, and the proposed Mud Creek Greenway Trail. Existing well-developed landscape buffers give Brooks School Road a parkway feel along much of this route, which is an asset worth preserving as the right-of-way develops.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Landscape Buffers
- Two Landscape/Drainage/Utility Buffers



Typical Cross Section

CONVENTIONAL INTERSECTIONS:

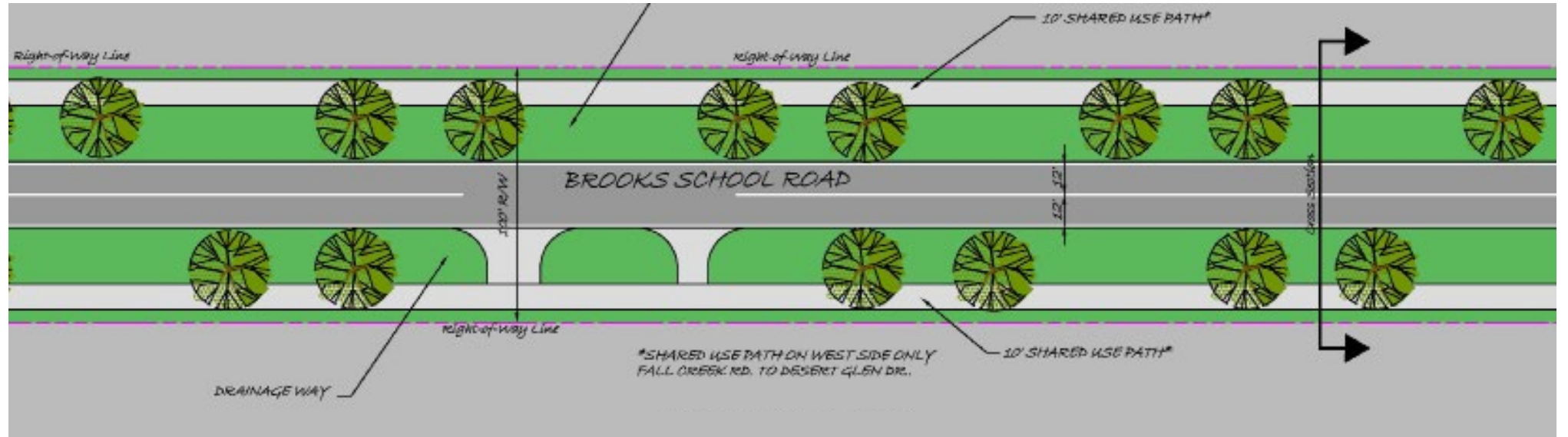
- 116th Street
- 126th Street

ROUNDBABOUTS

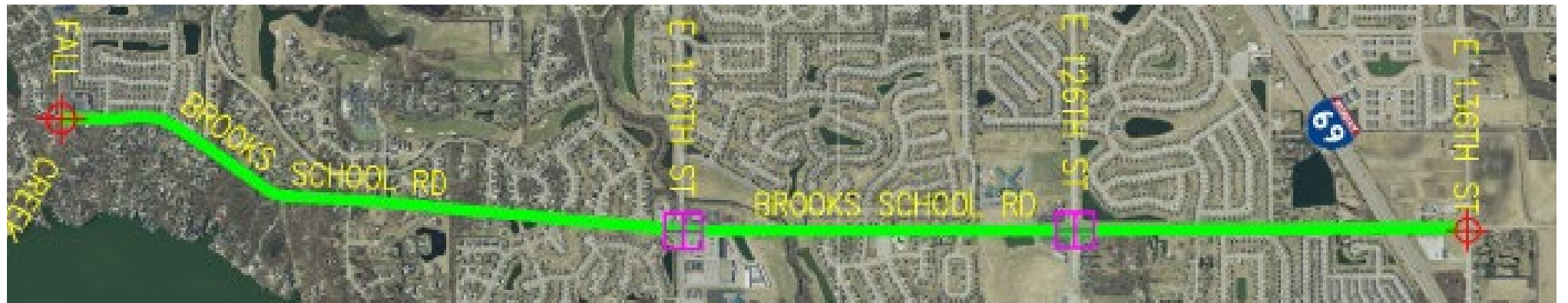
- Fall Creek
- 136th Street

BRIDGES/LARGE CULVERTS

- Mud Creek
- Interstate 69



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- ⊗ Round-a-bout
- ⊕ Future Round-a-bout
- ⊕ Future Interchange

4. Cumberland Road

PRIMARY ARTERIAL

Cumberland Road is a primary north/south arterial route. Along with Allisonville Road and Olio Road, it is one of three routes that allows primary arterial travel across the City from north to south. It serves diverse land uses, which include neighborhoods, commercial centers, parks, and schools. Since this road provides a key north to south connection and also links neighborhoods to schools, commerce, and recreational destinations, providing bicycle and pedestrian connectivity along this corridor is important.

Two shared use paths will address pedestrian access needs. The corridor will also have dedicated bike lanes between I46th Street and I21st Street. Adjacent land uses along Cumberland Road vary from low density estate housing south of I16th Street to higher density residential areas north of I26th Street, and from high density commercial and industrial uses south of I26th Street to the school campus at I31st Street. Thus, corridor development should be sensitive to connectivity and transitions between adjacent districts. Corridor aesthetics should aid in providing smooth transitions between high intensity office/commercial areas and residential areas.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS:

- I16th Street
- I21st Street
- I26th Street
- I46th Street

ROUNDBABOUTS

- 96th Street
- I06th Street
- I31st Street
- I41st Street

BRIDGES/LARGE CULVERTS:

- Interstate 69
- Mud Creek
- Sand Creek (2)
- Shoemaker Ditch

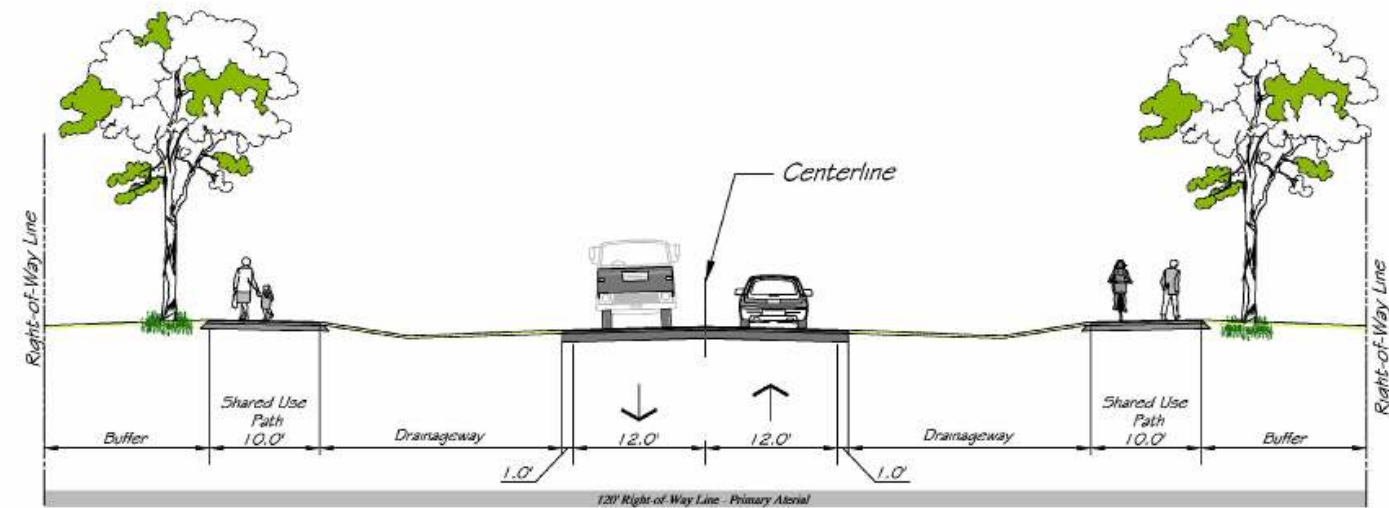
DESIGN CONSIDERATIONS:

- One cemetery may affect layout
- Two detention ponds close to right-of-way
- Narrow I-69 bridge will need to be widened
- School campus requires consideration for pedestrian and bus

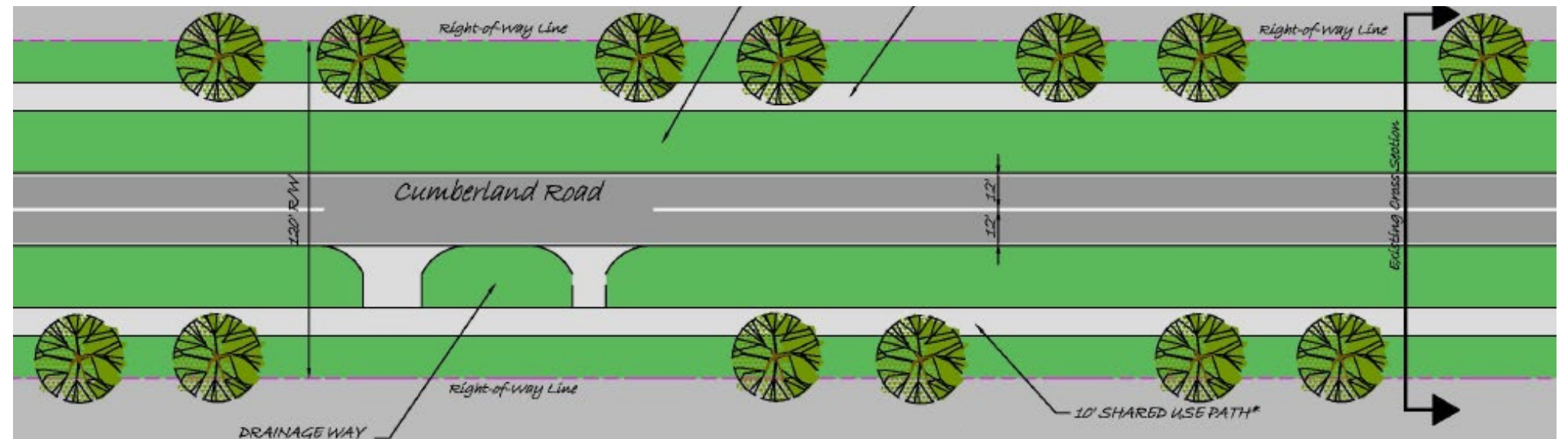
UTILITY NOTES*:

- Large power transmission line on west side
- Two adjacent power substations

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



5. Cyntheanne Road

PRIMARY ARTERIAL (NORTH)/SECONDARY ARTERIAL (SOUTH)

Cyntheanne Road extends north to south through the eastern portion of Fishers. It is divided by Southeastern Parkway and Fall Creek into two segments. The northern 1¾-mile section, a primary arterial route, connects I36th Street to Southeastern Parkway and will, in the future, connect to a new Interstate 69 interchange. The purpose of the northern segment is to provide a higher volume north/south alternative to Olio Road And Southeastern Parkway. As a secondary arterial route, the southern ¾-mile segment connects I04th Street to 96th Street. Its purpose will be to connect lower traffic volumes to nearby larger thoroughfares. In both cases, safe and pleasant pedestrian and bicycle passageway is a priority provided for with two 10-foot shared used paths.

- Right-of-Way Width: 120 ft. (North Section)
100 ft. (South Section)
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

- I26th Street
- I36th Street
- Southeastern Parkway

BRIDGES/LARGE CULVERTS:

- Thorpe Creek

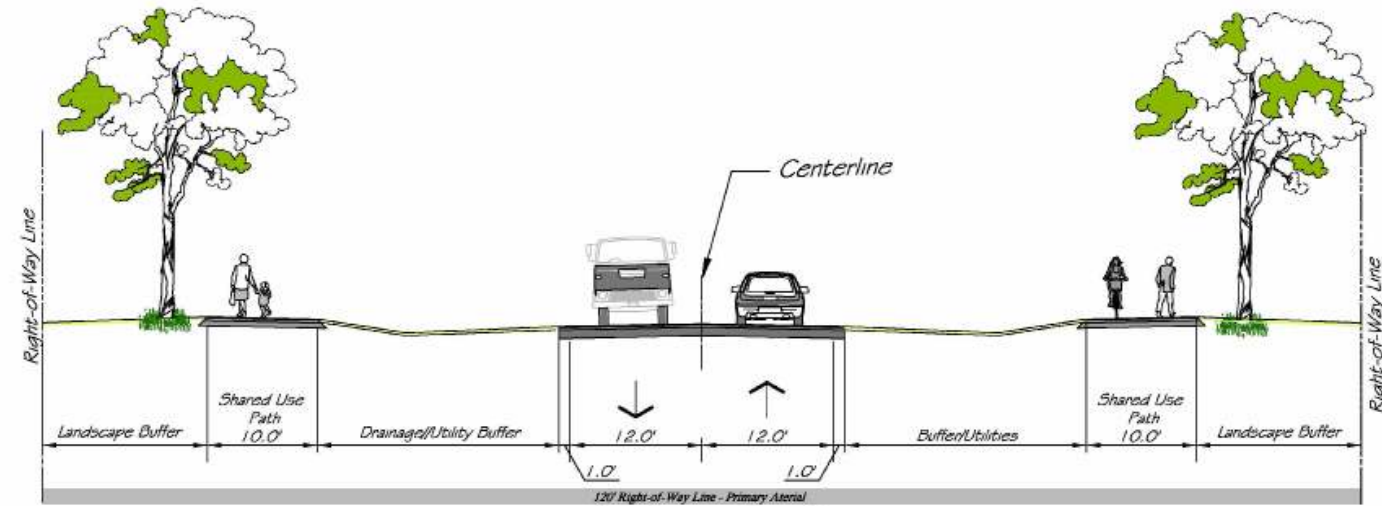
DESIGN CONSIDERATIONS:

- South section lacks storm water infrastructure connections

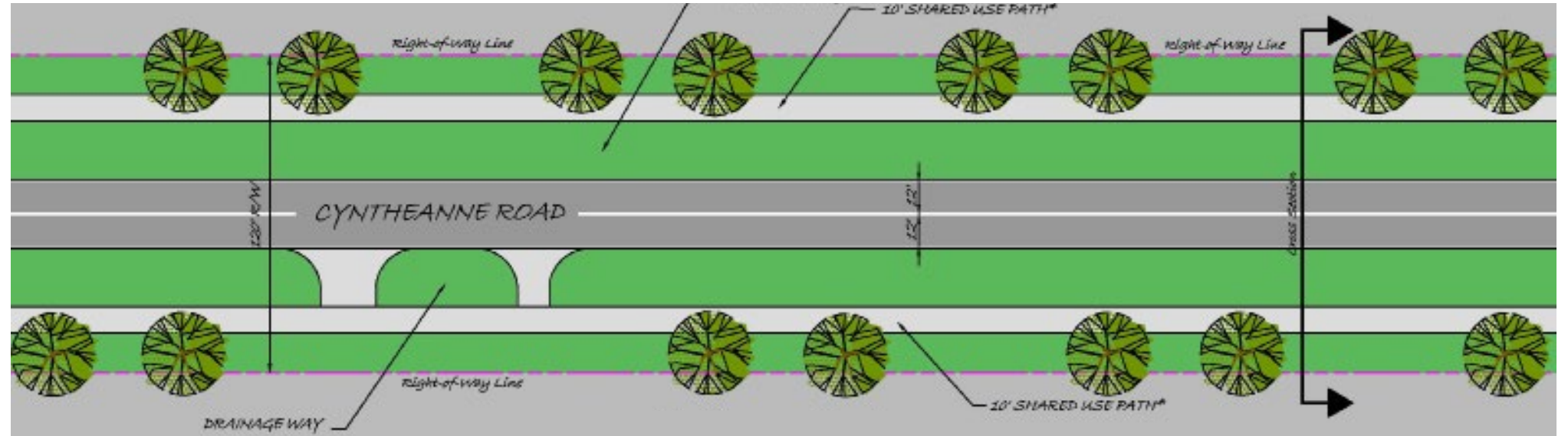
UTILITY NOTES*:

- Power transmission lines

* Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

6. Fall Creek Road

PRIMARY ARTERIAL

Fall Creek Road accommodates both intra-regional and interregional travel between Fishers and Indianapolis as it connects 96th Street east of Geist Reservoir to 96th Street on the west side of Geist Reservoir. With the exception of commercial centers at Brooks School Road and the Geist Reservoir Bridge, adjacent land uses currently include residential neighborhoods without sidewalks. A 10-foot shared-use path will be a key corridor feature for bike and pedestrian use in the district.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: 10-ft. Shared-Use Path on South
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS

Geist Road

ROUNDBABOUTS

96th Street (2) Brooks School Road

BRIDGES/LARGE CULVERTS:

Geist Reservoir Cove Bridge
Geist Reservoir Bridge

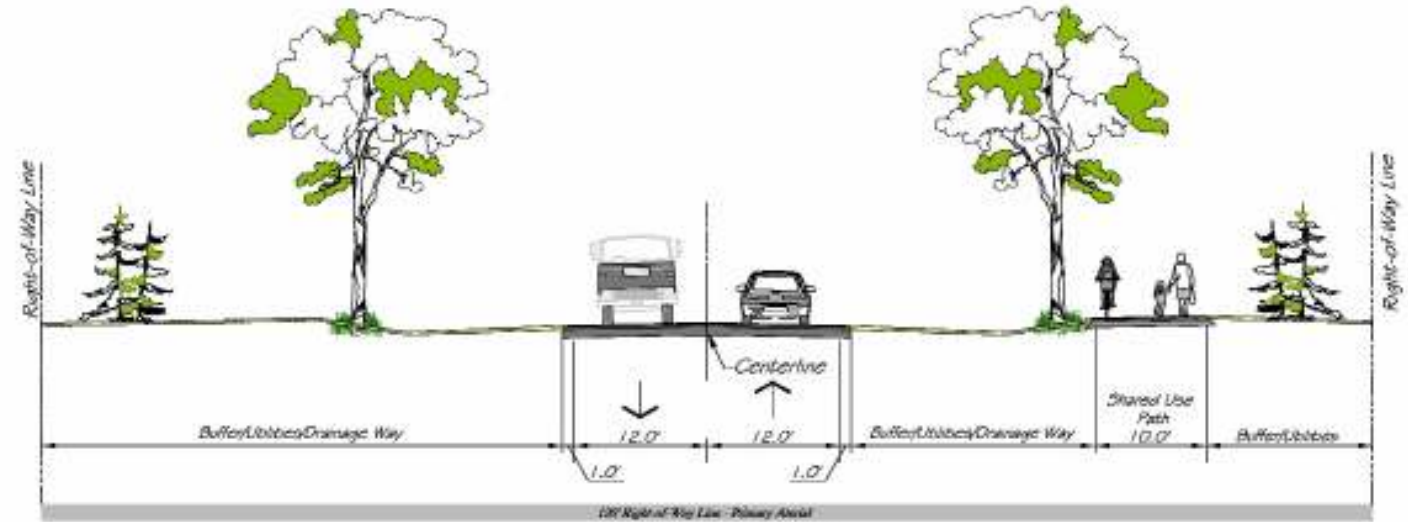
DESIGN CONSIDERATIONS:

Narrow point at Geist Reservoir Cove Bridge
Proximity to steep topography near Geist Reservoir
The bridge over Geist could be reduced to three lanes (one westbound, two eastbound) to create a linear park for residents to enjoy Geist and to create better pedestrian infrastructure. Removal of the additional lane could also smooth traffic flow.

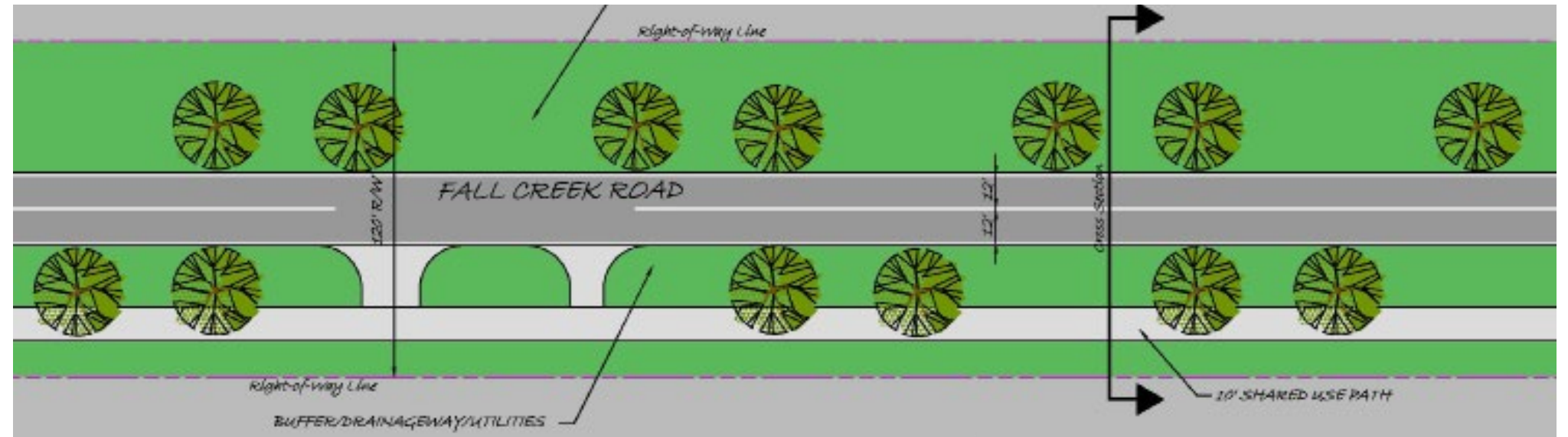
UTILITY NOTES*:

Sanitary lift stations/force main lines

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- ⊗ Round-a-bout
- ⊗ Future Round-a-bout
- ⬡ Future Interchange

7. Florida Road

PRIMARY ARTERIAL

Florida Road is a two-mile north/south road between Southeastern Parkway and 104th Street. With future roundabouts planned at 113th and 104th Streets, Florida Road makes up the middle leg of a north/south route that includes Georgia Road to the south. Future roundabouts will connect both roads ensuring their capability of moving larger traffic volumes. Despite higher traffic volumes, the adjacent residential neighborhoods and Geist Park located 1/3-mile south of 113th Street, make accommodations for bicycles and pedestrians a priority.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

113th Street 104th Street

BRIDGES/LARGE CULVERTS:

Fall Creek/Headwaters of Geist Reservoir

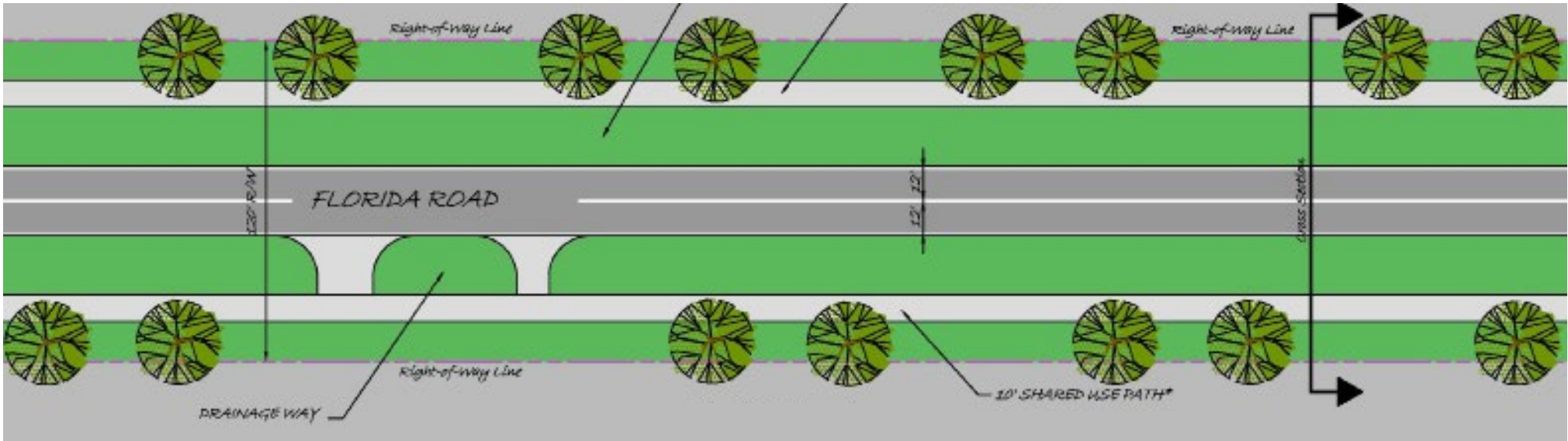
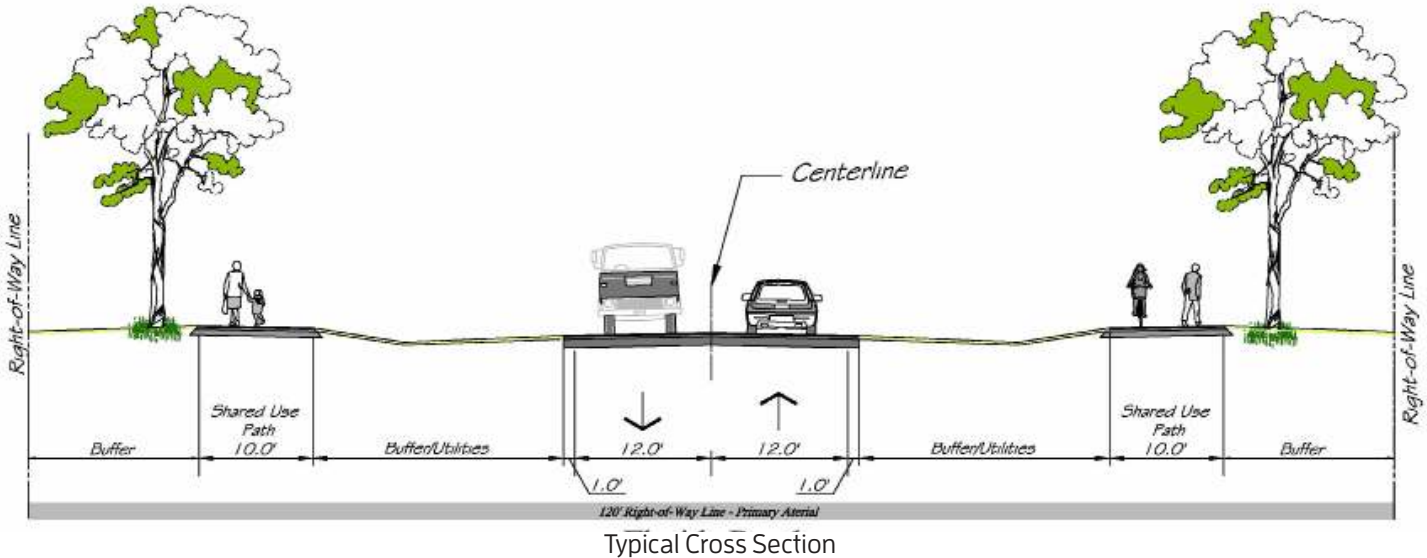
DESIGN CONSIDERATIONS:

Broken alignment at 113th Street due to Arnett Cemetery
Kinnaman Cemetery
Fall Creek flood zone

UTILITY NOTES*:

Power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Plan View



8. Georgia Road

PRIMARY ARTERIAL

Georgia Road is a ¾-mile road with roundabouts planned for each end at East 96th Street and 104th Street. Georgia Road is a portion of a north to south route which begins to the north at Southeastern Parkway, continues on Florida Road, then connects via roundabouts to Georgia Road and 96th Street. This route provides a north/south high traffic volume alternative to Olio Road. Two 10-foot shared use paths will also provide safe passageway for pedestrian and bicycle traffic.

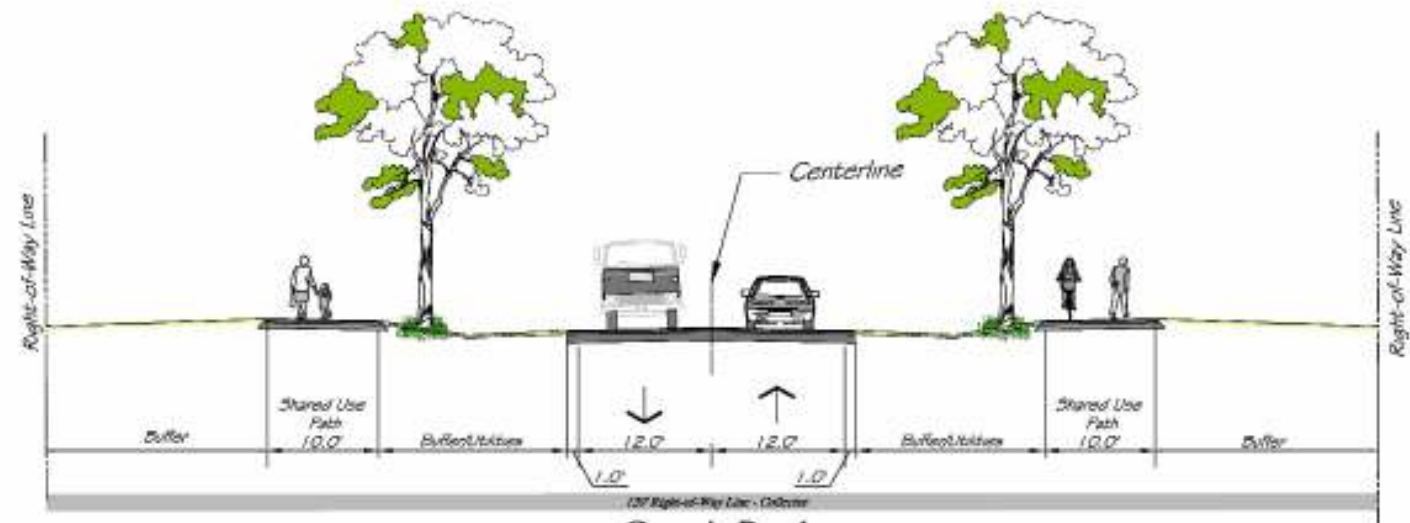
- Right-of-Way Width: 120 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

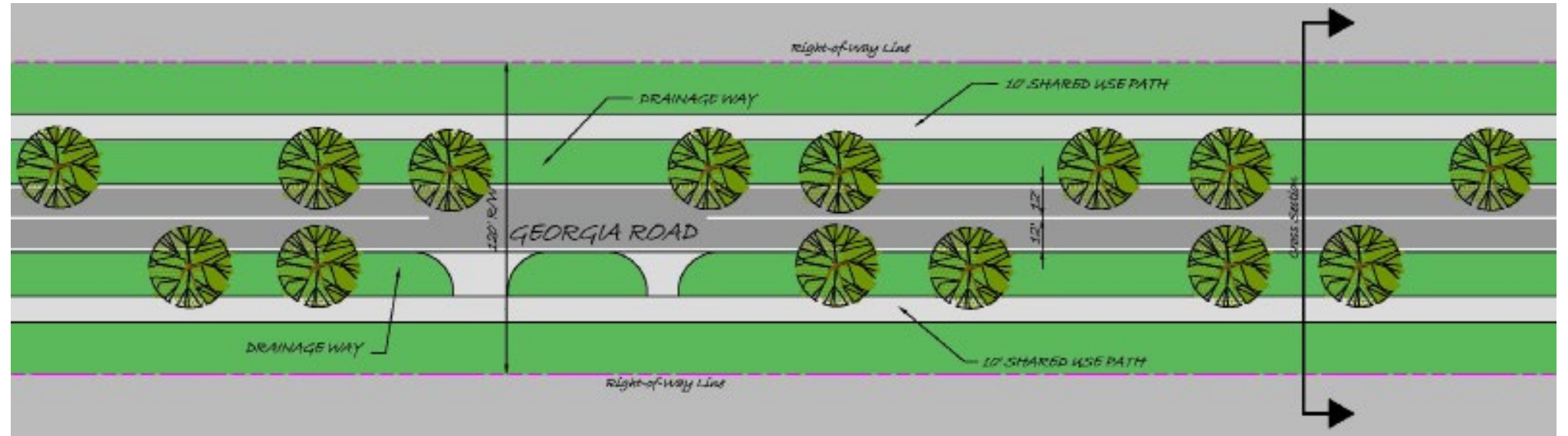
- 104th Street 96th Street

BRIDGES/LARGE CULVERTS:

- Thor Run



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

9. Hague Road

COLLECTOR

Hague Road extends from 96th Street to 116th Street. It connects the Interstate 69 business/commercial hub, an Industrial area, and residential neighborhoods north of 106th Street. Its primary function is to collect traffic from adjacent areas and transport it to larger roadways or to local destination points such as Ritchey Woods Nature Preserve or St. Louis de Montfort School.

Hague Road is a particularly critical collector as the 106th Street interchange with Interstate 69 develops since it will become an indirect link to three separate interstate interchanges. Bicycle and pedestrian traffic movement on Hague Road will be accommodated with one shared use path and one sidewalk. The shared use path will be on the west side of the street south of 106th Street, but it flips sides with the sidewalk north of 106th Street. Wider portions of sidewalk and path may be required as this road serves a wide variety of residential areas, the commercial center, and the nature preserve.

- Right-of-Way Width: 90 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: One 10-ft. Shared-Use Path
One 6-ft. Sidewalk
- Sidewalk and path switch sides at 106th St.
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

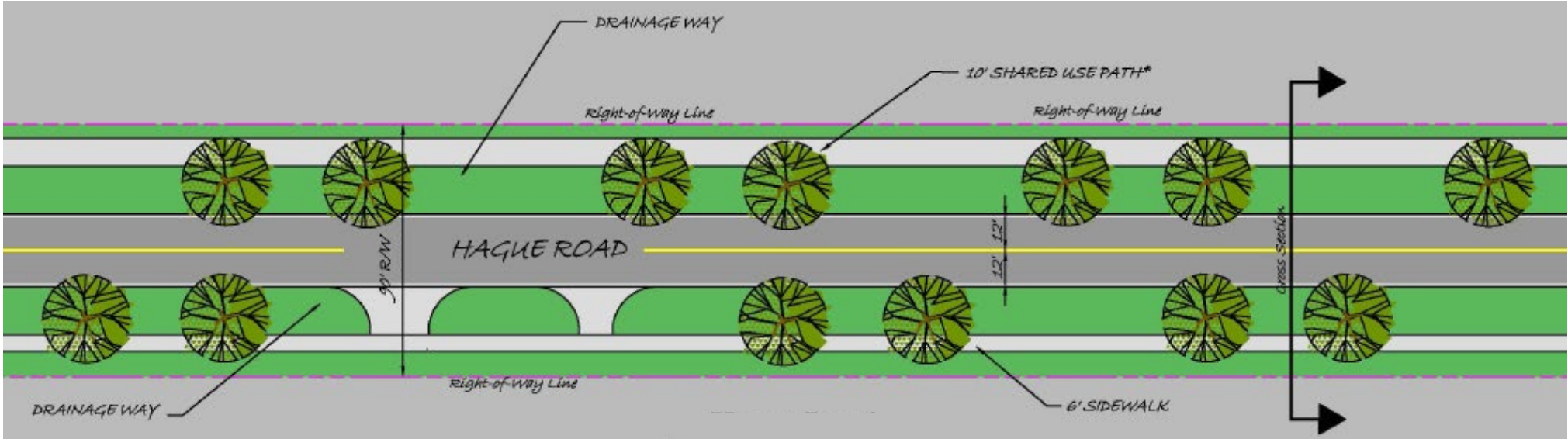
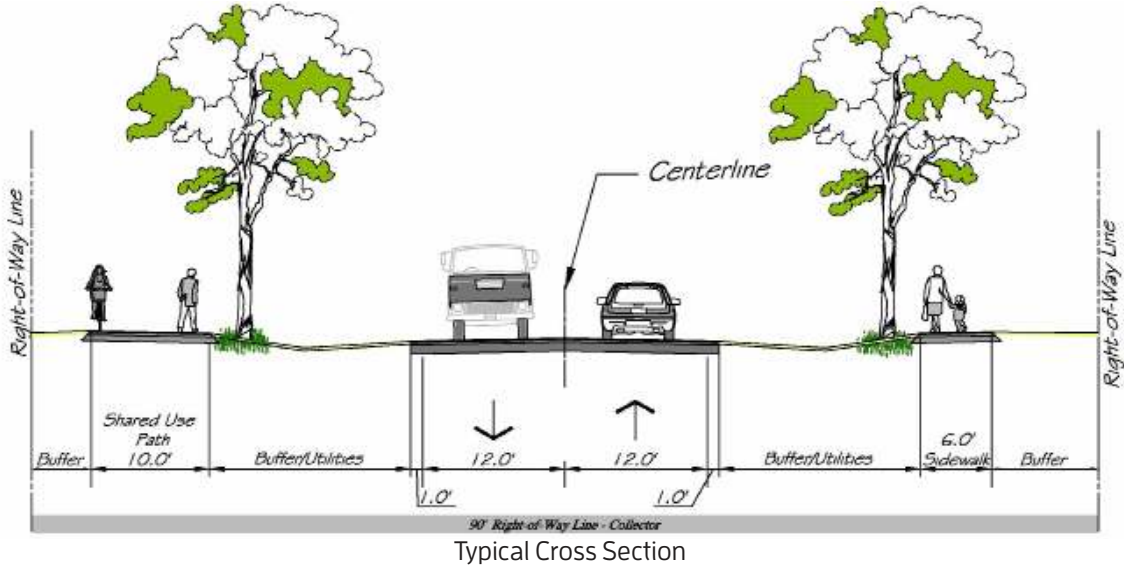
CONVENTIONAL INTERSECTIONS:
116th Street Crosspoint Boulevard

ROUNDBABOUTS
106th Street 96th Street

DESIGN CONSIDERATIONS:
Railroad crossing may require adjustment of alignment
Cheeney Creek bridge may need improvements
Airport proximity brings height limitations

UTILITY NOTES*:
Adjacent lift substation and sanitary line

*Utility notes do not represent a complete utility inventory



10. Hoosier Road

COLLECTOR

Hoosier Road is a north/south route between I06th and I26th Street. Land uses along the road are residential and agricultural. Destination points along the route including Hoosier Road Elementary, Hamilton Proper Park, and the proposed Mud Creek Greenway will be accessible to pedestrians and bicycles via two shared-use paths. As the area develops, the Hoosier Road right-of-way will maintain its residential character with sensitive road geometry and landscaping.

- Right-of-Way Width: 90 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Single shared-use path between I06th and I16th Streets
- Corridor Greenways: Two Drainage/Utility Buffers
- Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS:

I16th Street

ROUNDBABOUTS

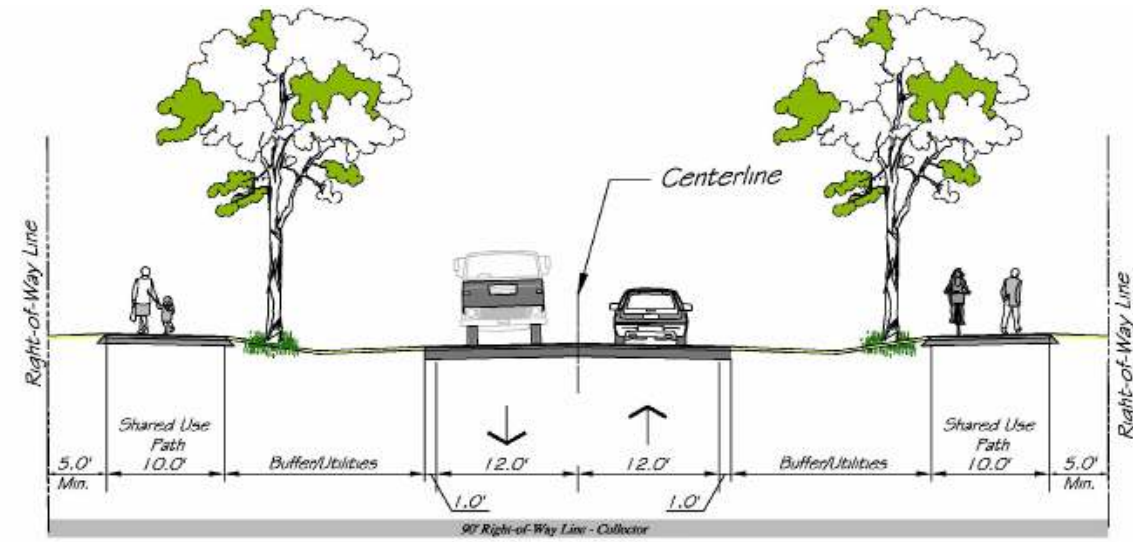
I06th Street

BRIDGES/LARGE CULVERTS:

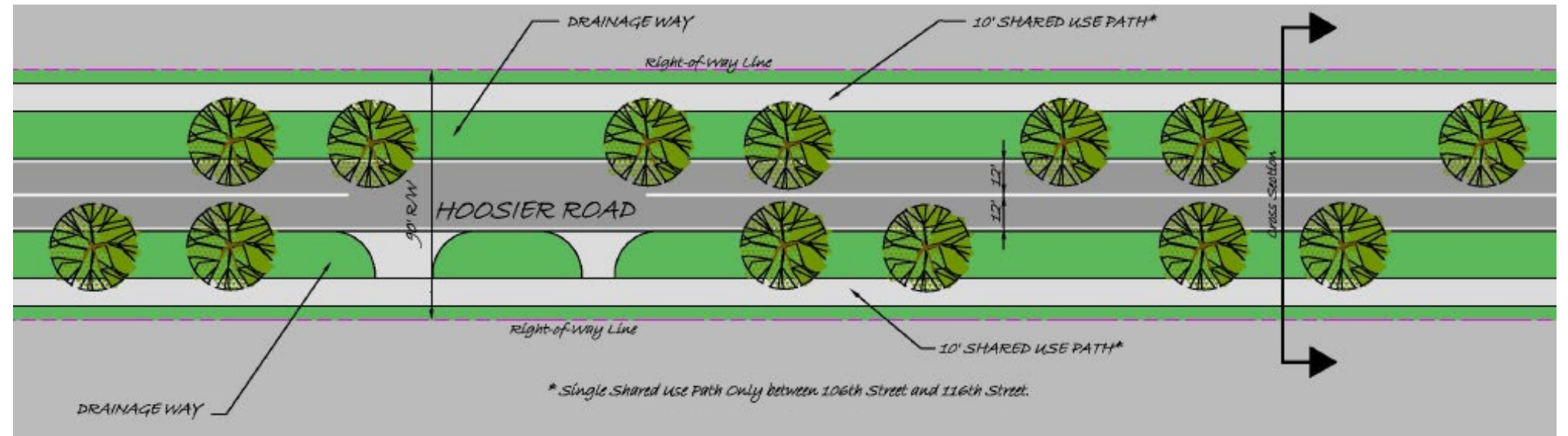
Mud Creek

DESIGN CONSIDERATIONS:

Tributary to Mud Creek parallels the right-of-way for 1,000 ft.
Highland Cemetery may affect layout



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- ⊕ Future Round-a-bout
- ⊕ Future Interchange

II. Lantern Road (2 Lane)

SECONDARY ARTERIAL

Lantern Road is a 3 3/4-mile route between 96th Street and I31st Street. As a major north/south route into the Nickel Plate District and the 96th Street Commercial Districts, Lantern Road provides an opportunity to construct a strong and attractive transportation network for all users. The corridor will have four lanes south of I06th Street and two lanes north of I06th Street. Dedicated bike lanes south of I06th Street will provide commuters with access to both Interstate 69 and 96th Street business centers. Shared-use paths and sidewalks will provide consumer and recreational user access to the Nickel Plate District, and 96th Street. At the Nickel Plate District, right-of-way widths and corridor element dimensions will transition to narrowed rights-of-way, as specified in the Nickel Plate District Code. Safe, efficient, and pleasant travel for residents and visitors through the Lantern Road corridor will support healthy and vibrant commercial zones as well as exemplify a superior environment in which people reside, work, and recreate.

Improvements to Lantern Road at the Nickel Plate District should be implemented in a manner that provides safe travel for pedestrians to Fishers Elementary School. Implementation of sidewalks and trails in combination with the safe crossings would facilitate a walk zone around the school.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 6-ft. Sidewalks
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

Conventional Intersections:
I16th Street

ROUNDBABOUTS

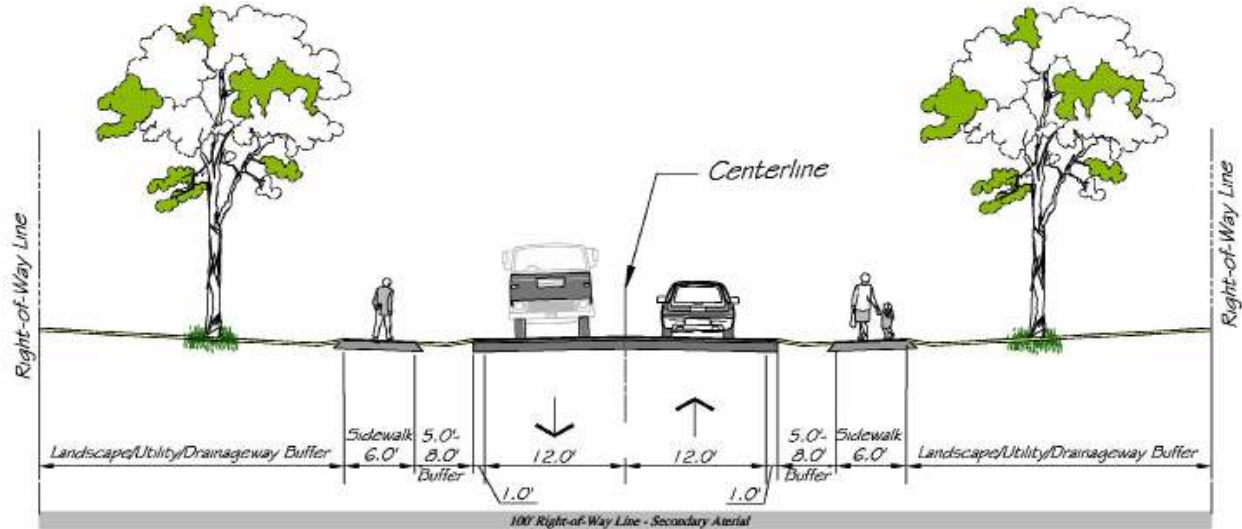
- 96th Street I06th Street (2)
- I26th Street I31st Street

BRIDGES/LARGE CULVERTS:

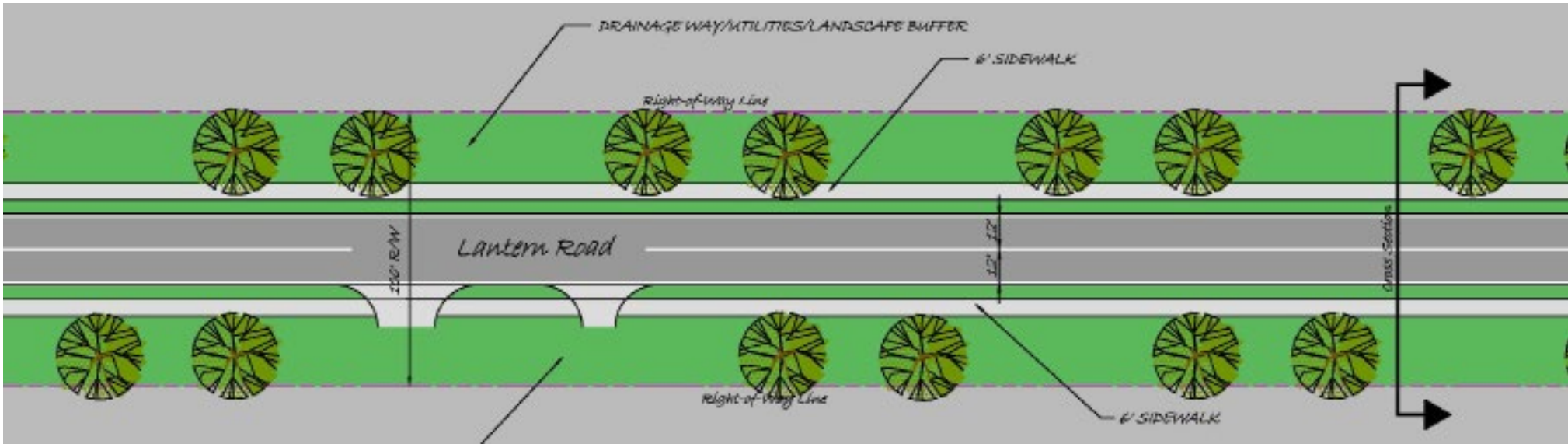
Cheaney Creek

DESIGN CONSIDERATIONS:

Nickel Plate District requires different right-of-way widths
Fishers Elementary will require bus and vehicle maneuvering considerations



Typical Cross Section



Typical Plan View



12. Lantern Road (4 Lane)

SECONDARY ARTERIAL

Lantern Road between 96th Street and I06th Street is a four lane secondary arterial route. Between 96th Street and I06th Street, Lantern Road will need to carry higher peak traffic volumes after construction of the planned I06th Street/Interstate 69 Interchange. Pedestrian and bicycle users will also be accommodated in this section of Lantern Road with twin shared use paths and dedicated bike lanes. Additional lanes, paths, and bike lanes, will ensure all interregional and intraregional users traverse this corridor in safety and comfort.

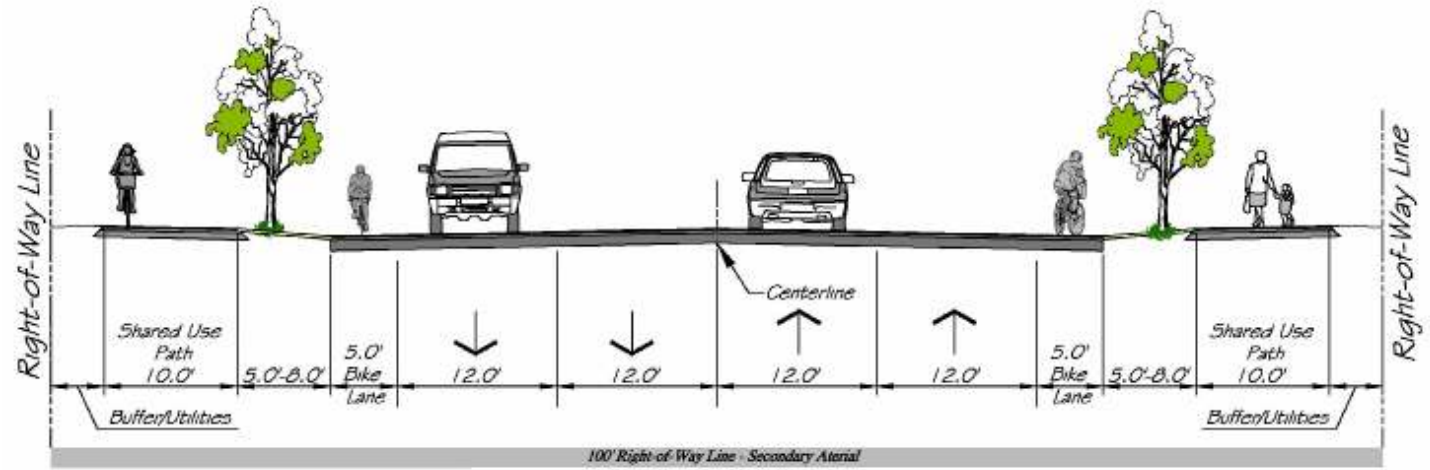
- Right-of-Way Width: 100 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
Two 5-ft. Bike Lanes
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

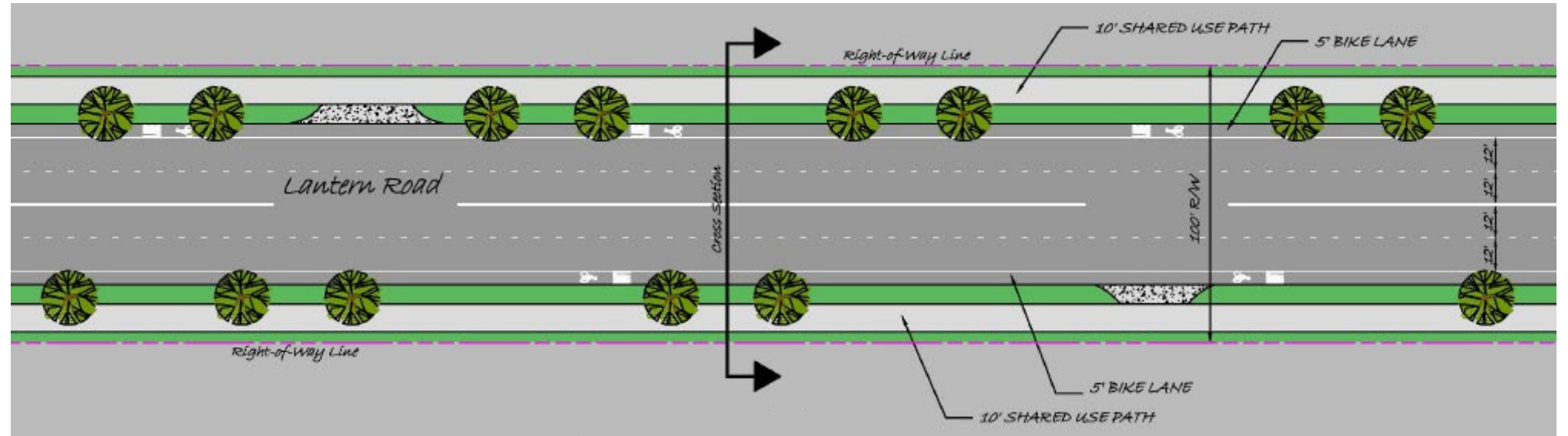
96th Street I06th Street

DESIGN CONSIDERATIONS:

Buffer area for utilities will be limited within right-of-way



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

13. Olio Road

PRIMARY ARTERIAL

Olio Road is a heavily traveled north/south route between Southeastern Parkway to the north, and 96th Street to the south. At 96th Street, the Hamilton/Hancock County line, Olio Road becomes Mount Comfort Road which then continues south to SR 67 and I-70. With connections to I46th Street, I-69, SR 67 and, I-70, Olio Road provides access to three separate commuter routes into Indianapolis and one into Noblesville. Destination points on Olio Road include a large school campus between I16th Street and I26th Street and two hospitals at Southeastern Parkway. Several neighborhood commercial districts complete a list of Olio Road destination points. All these connections contribute to a heavily traveled corridor in which vehicles, pedestrians, and bicyclists need safe efficient travel on a well designed road with sound attenuating landscaping that preserves the quality of life for adjacent residents.

- Right-of-Way Width: 150 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
One Left Turn Lane/Median
Two Right Turn Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
Two Dedicated Bike Lanes
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers
Landscaped Median

CONVENTIONAL INTERSECTIONS:

- 96th Street
- 104th Street
- 113th Street
- 116th Street
- 126th Street
- 131st Street

ROUNDBABOUTS

- Southeastern Parkway

BRIDGES/LARGE CULVERTS:

- Mud Creek
- Bee Camp Creek
- Geist Reservoir

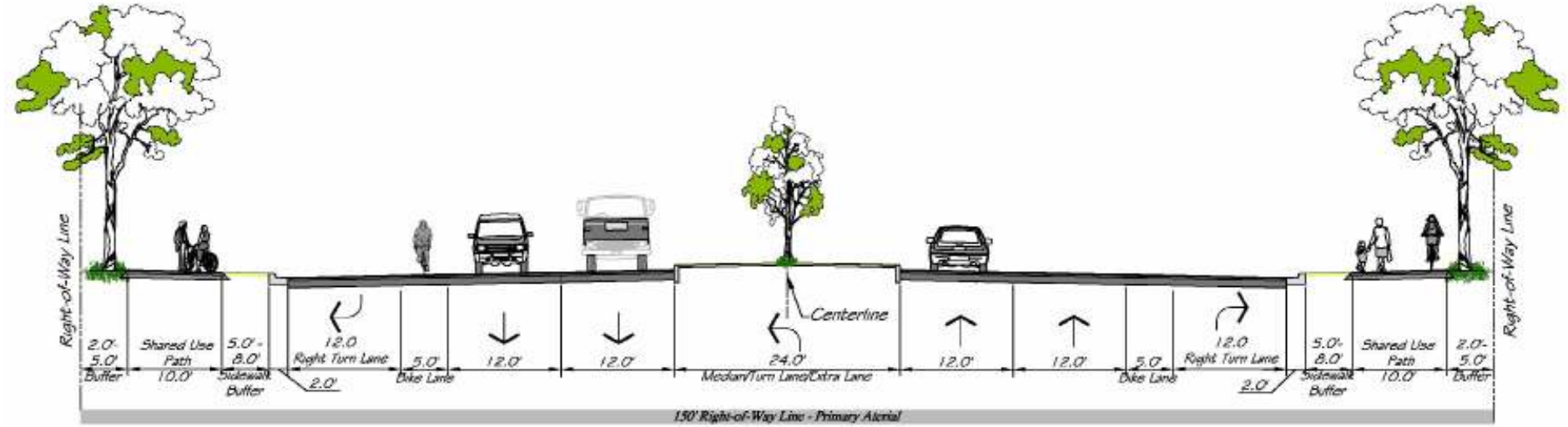
DESIGN CONSIDERATIONS:

- Coordination with Hamilton County Highway Department
- Two adjacent cemeteries may affect layout
- Multiple schools requiring bus and pedestrian facilities

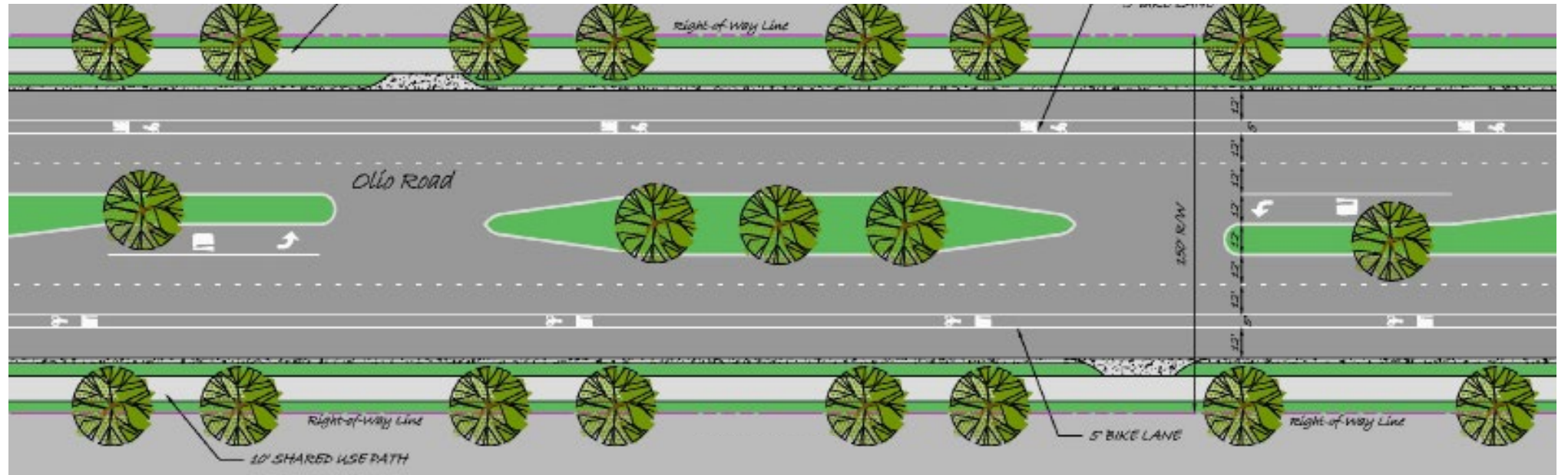
UTILITY NOTES*:

- Large power transmission
- Two sanitary lift stations and force mains

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

14. Southeastern Parkway

Primary Arterial

Before being accepted by the City of Fishers as a municipal road, Southeastern Parkway was part of Indiana State Road 238 connecting communities between Greenfield and Noblesville. It connects adjacent residential neighborhoods to the large Interstate 69 retail hub, two hospitals, and other goods and service providers. Further development potential exists along this corridor and traffic volumes on the corridor are expected to increase. Given the changing nature of this road, this corridor is identified as a special study area. Specific studies will be conducted to identify and anticipate increased volume capacity requirements. As population density increases, the purpose of the Southeastern Parkway corridor concept is to provide safe and efficient travel for all transportation modes including pedestrians, bicyclists, and vehicles while maintaining the aesthetic nature of the existing corridor.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Two 16-ft. Travel Lanes
Center Median/Left Turn Lane
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

Roundabouts

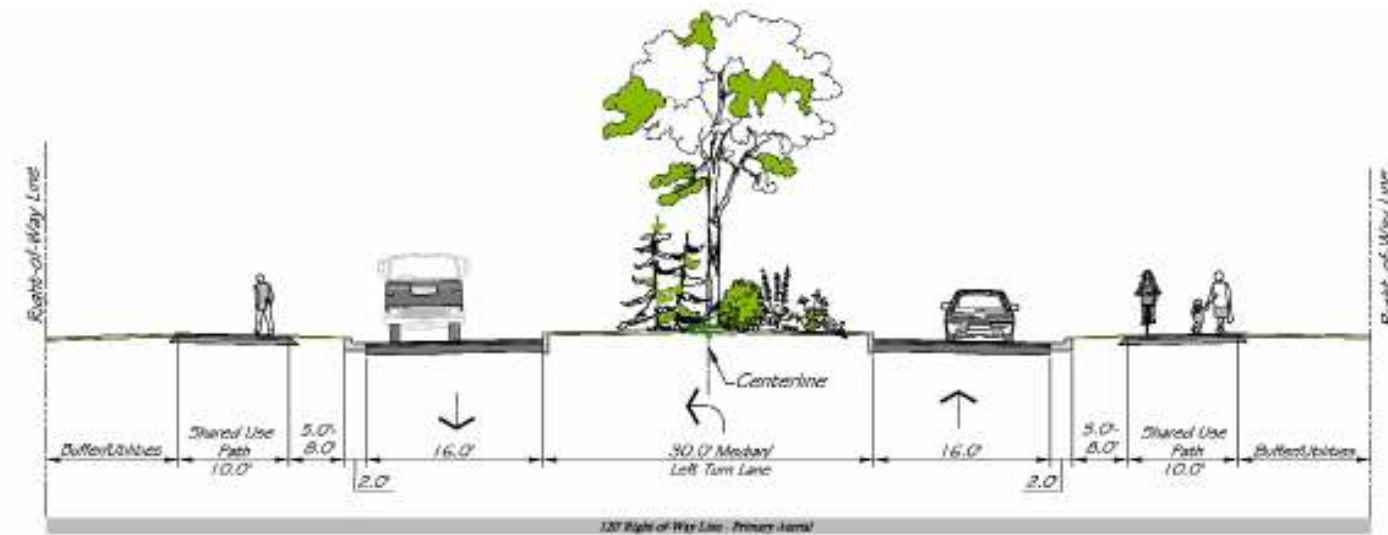
- I26th Street
- Olio Road
- Cyntheanne Road

Bridges/Large Culverts:

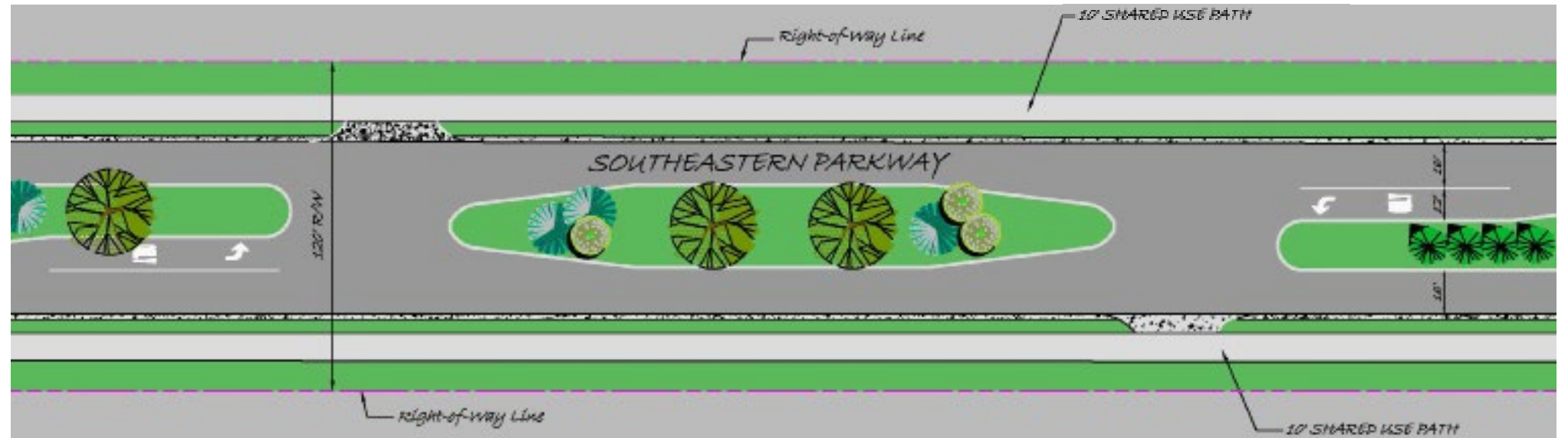
- Interstate 69
- Thorpe Creek
- Fall Creek
- Lick Creek Tributary
- Mud Creek
- Thorpe Creek Tributary
- Fall Creek Tributary

Design Considerations:

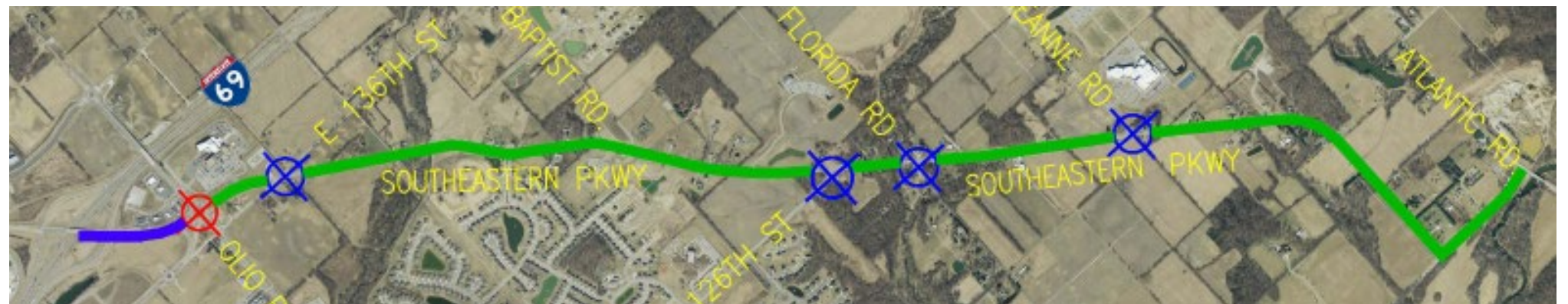
- Angled intersection geometries
- Hamilton Southeastern Junior High School traffic
- Noblesville and Fortville coordination
- Potential new elementary school near Cyntheanne Road



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

15. State Road 37

EXPRESSWAY (INDOT JURISDICTION)

State Road 37 (SR 37) is a major north/south expressway, which connects Fishers, Noblesville, and Hamilton County residents to Interstate 69. While it is a major connection for the region, the route also serves local, shorter trip traffic to commercial developments that surrounds the corridor.

This route has been studied by INDOT, the Indianapolis Metropolitan Planning Organization (MPO), Hamilton County, and the local communities for methods to improve capacity and increase safety. The study, conducted between 2010 and 2012, found that construction of teardrop roundabout interchanges between I26th Street and I46th Street will significantly improve the safety and efficiency of moving high traffic volumes through and across this corridor. Pedestrian corridors will be provided at I26th and I46th Streets to minimize community division. To reduce additional required right-of-way, the existing center median will be enclosed with a center median barrier, and four existing through lanes shifted in to narrow required right-of-way and allow space for auxiliary weaving lanes between interchanges.

- Right-of-Way Width: 200 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
Two Auxiliary Weaving Lanes
- Pedestrian/Bike Corridors: I26th Street, I46th Street
- Corridor Greenways: Two Grade Transitions/Drainage Ways

ROUNDBABOUTS (CURRENTLY CONVENTIONAL INTERSECTIONS)

- I26th Street
- I31st Street
- I35th Street
- I41st Street
- I46th Street

BRIDGES/LARGE CULVERTS:

- Future grade separated interchanges
- Tributary to Britton Branch
- Shoemaker Ditch Headwaters

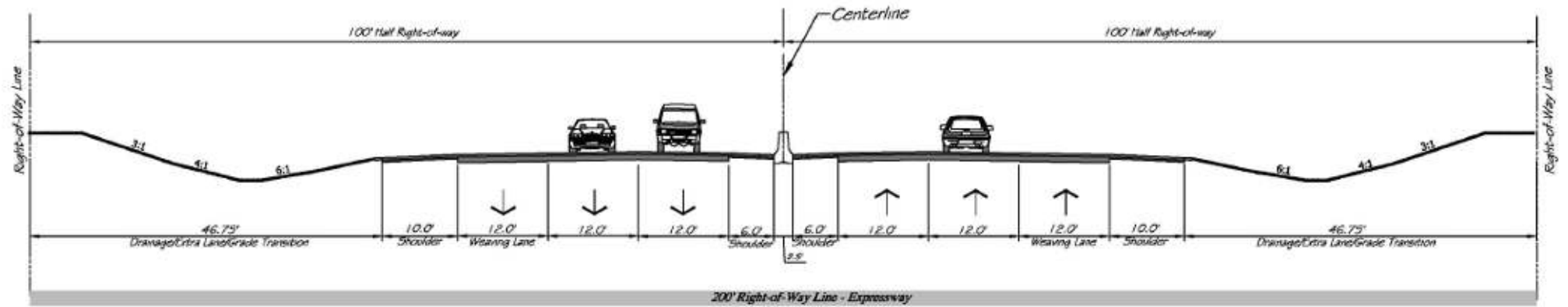
DESIGN CONSIDERATIONS:

- Additional interchange rights-of-way needed
- Maintenance of traffic during roundabout construction
- Stakeholder coordination
- INDOT coordination
- Safe and separate east/west bike and pedestrian facilities needed at interchanges
- SR 37 should be designed to be under the cross streets for pedestrian safety
- Hamilton Southeastern Schools bus barn would be well-served to have access to I35th Street
- Street

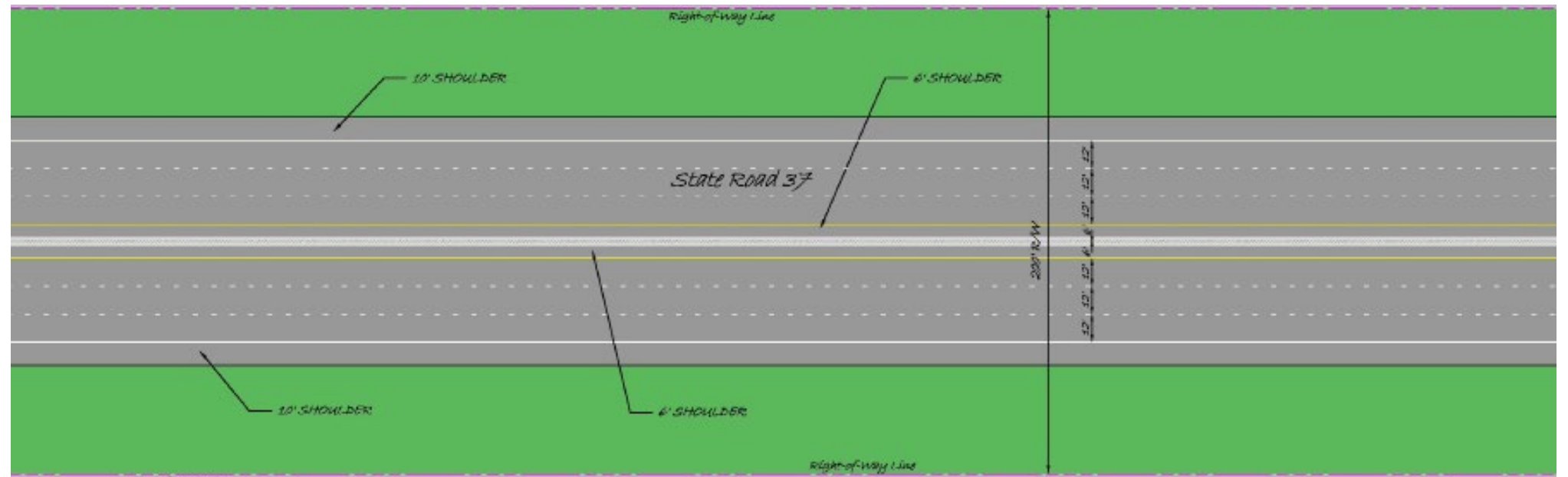
Utility Notes*:

- Sanitary lift station and force main

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

16. USA Parkway

COLLECTOR

USA Parkway, a north/south collector route, is a private road from I16th Street to USA Drive, and is public right-of-way between USA Drive and I06th Street. Currently, most users enter and exit from the north for I16th Street and Interstate 69 access. This will change when the I06th Street interchange is constructed as traffic will have greater access to the south end of the roadway. To accommodate the need for increased I06th Street access, the southern quarter of the corridor will be expanded from the standard two-lane road section to a four-lane section matching the proposed Lantern Road cross section south of I06th Street.

- Right-of-Way Width: 90 ft.
- Vehicular Access: Two 15-ft. Travel Lanes (North of USA Drive)
Left Turn Lane/Median (North of USA Drive)
Four 12-ft. Travel Lanes (South of USA Drive)
- Pedestrian/Bike Access: One 10-ft. Shared-Use Path
One 6-ft. Sidewalk
Two Dedicated Bike Lanes
- Corridor Greenways: Center Landscape Median

CONVENTIONAL INTERSECTIONS:

I16th Street

ROUNDBABOUTS

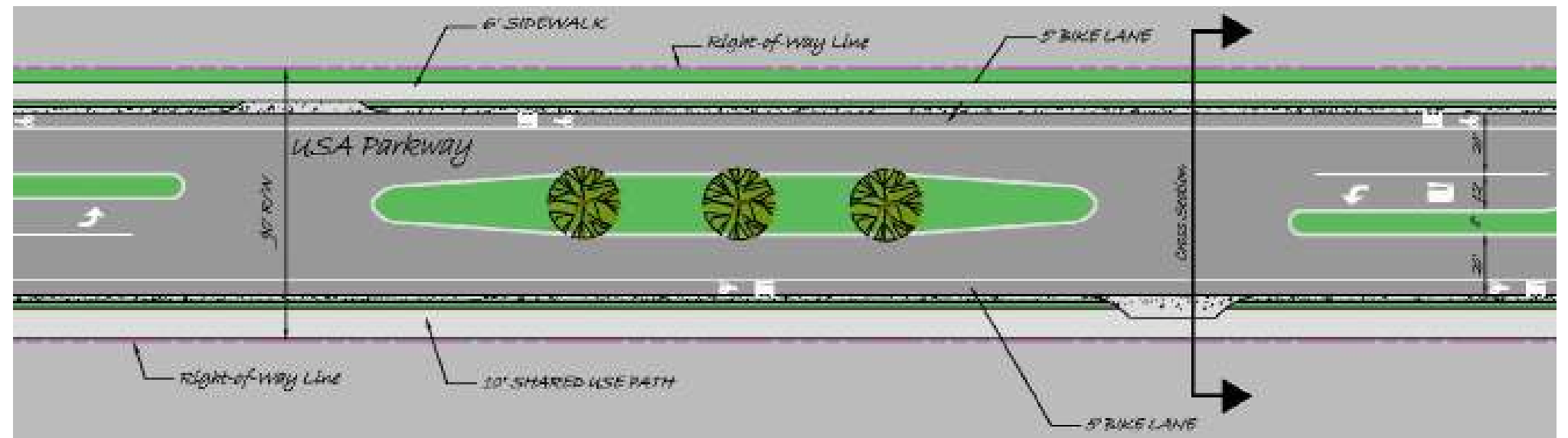
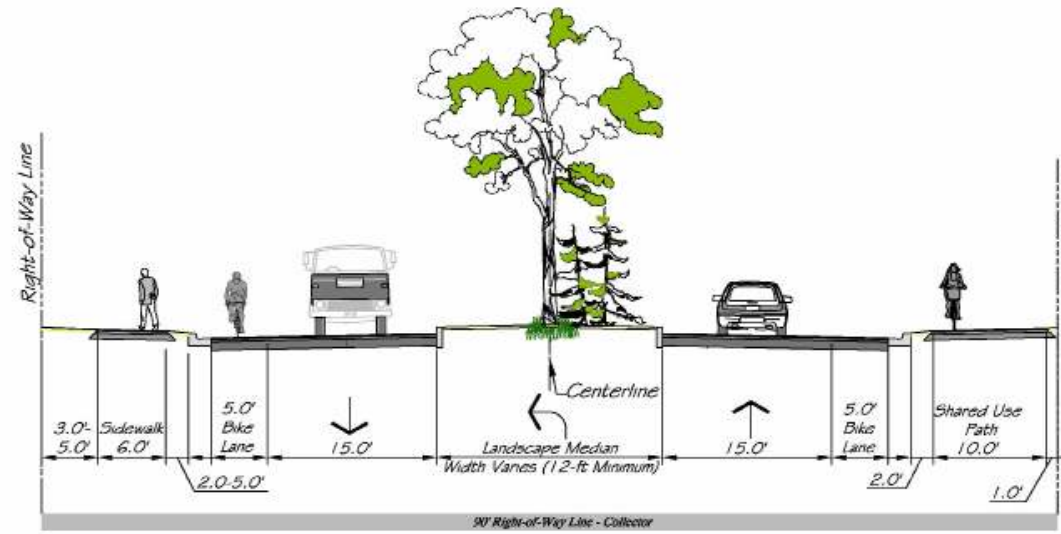
I06th Street USA Drive
I31st Street I41st Street

BRIDGES/LARGE CULVERTS:

Cheaney Creek Headwaters

DESIGN CONSIDERATIONS:

Fishers should reach out to existing developments to complete the sidewalk and path network.



17. 96th Street

Primary Arterial

East 96th Street is a 14-mile east/west primary arterial route connecting Carmel, Interstate 69, Fishers, and Fortville. The 96th Street/Allisonville Road intersection has a formal gateway feature announcing the entrance to Fishers City Limits. As a community gateway, 96th Street will portray a positive community identity by providing safe and efficient vehicular and pedestrian access to abutting land uses, I-69, and other primary arterials. Strategically placed landscaping will provide human scale elements within the corridor and help establish mutual corridor ownership for both motorized and non-motorized traffic in residential and commercial areas.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Four 12-ft. Travel Lanes (West of Geist Res.)
Two 12-ft. Travel Lanes (East of Geist Res.)
One Left Turn Lane/Median
Five or More Lanes (Masters to Kincaid Road)
- Pedestrian/Bike Access: One 10-ft. Shared-Use Path
One 6-ft. Sidewalk
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers
One Landscape Median

CONVENTIONAL INTERSECTIONS:

Allisonville Road	Masters Road	Interstate 69 (2)
Home Depot/Sam's	Kincaid Drive	North by Northeast Blvd.
Meijer/Walmart	Mollenkopf Road	Olio Road
Cyntheanne Road		

ROUNDBABOUTS

Hague Road	Lantern Road	Sargent Road
Cumberland Road	Fall Creek Road (2)	Georgia Road

BRIDGES/LARGE CULVERTS:

White River	Behner Brook	Interstate 69
Mud Creek	Bills Branch	Bee Camp Creek

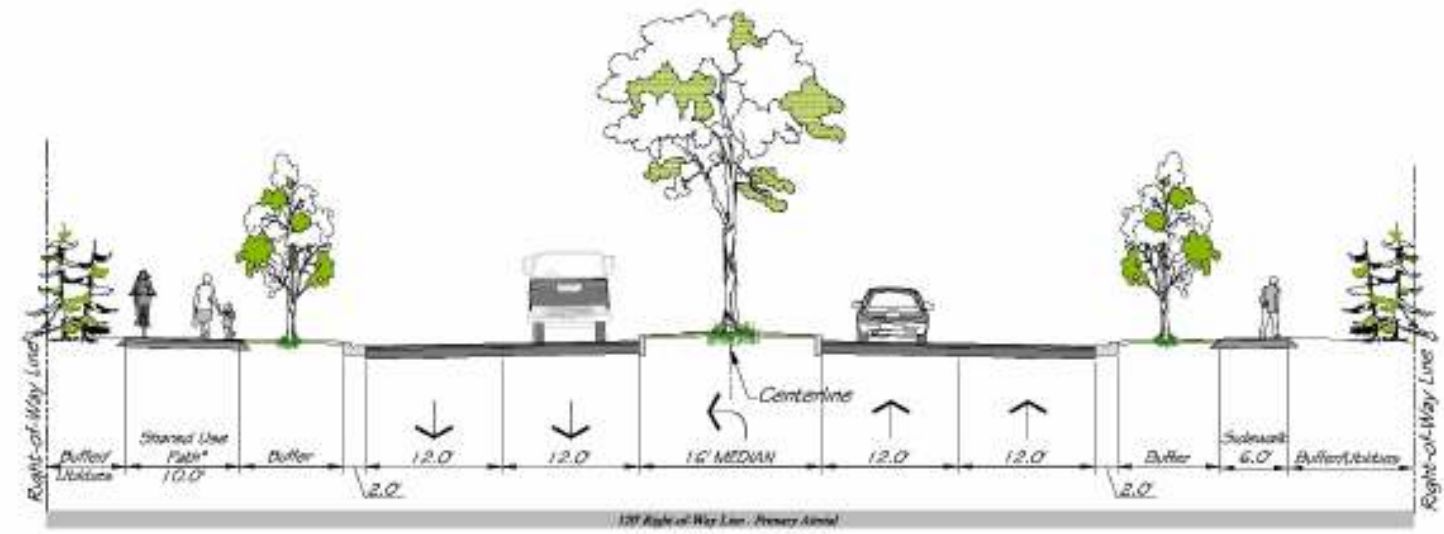
DESIGN CONSIDERATIONS:

- Railroad crossing may require specific design consideration
- Behner Brook detention pond is close to right-of-way
- I-69 interchange may affect layout beyond INDOT right-of-way
- Proximity of existing development to right-of-way
- Marion County coordination
- Discontinuity of 96th Street at Fall Creek Road

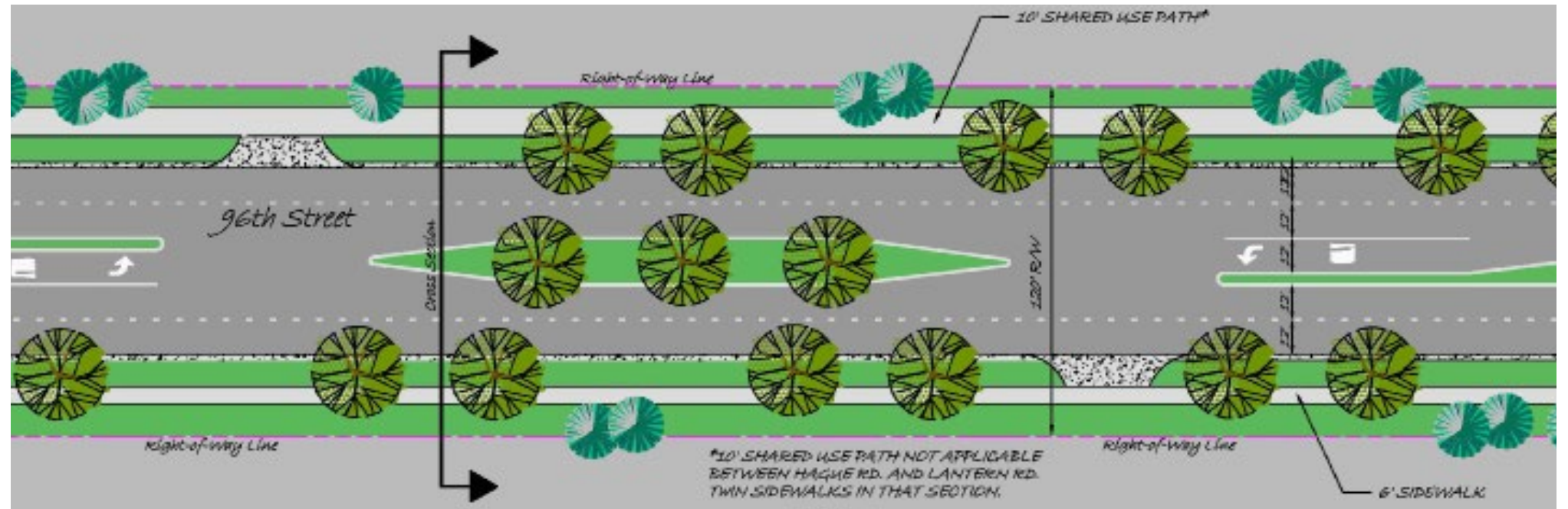
UTILITY NOTES*:

- Power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View

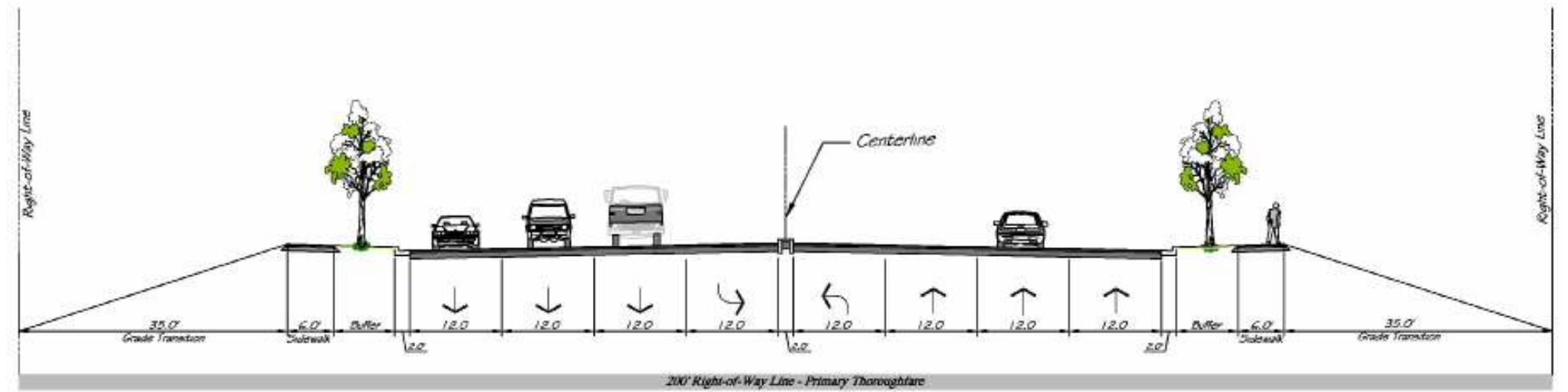


18. 96th Street (I-69)

Primary Arterial

Within the I-69 corridor, 96th Street is an east/west primary arterial route connecting large volumes of commuter and commercial traffic to the I-69/96th Street interchange. Due to INDOT coordination and bridge limitations, the street cross section within the INDOT right-of-way may vary. Coordination with adjacent Marion County and utility companies adds further complexity to the corridor design. In addition to the need for high volume vehicular movement, safe pedestrian accommodations for residents living, shopping, and working in the corridor is still a priority.

- Right-of-Way Width: 200 ft.
- Vehicular Access: Six 12-ft. Travel Lanes
Two Left Turn Lanes
- Pedestrian/Bike Access: Two 6-ft. Sidewalks
- Corridor Greenways: Two Drainage/Utility Buffers



Typical Cross Section

CONVENTIONAL INTERSECTIONS:

Interstate 69 (2) North by Northeast Blvd.

ROUNDBABOUTS

Hague Road

BRIDGES/LARGE CULVERTS:

Interstate 69

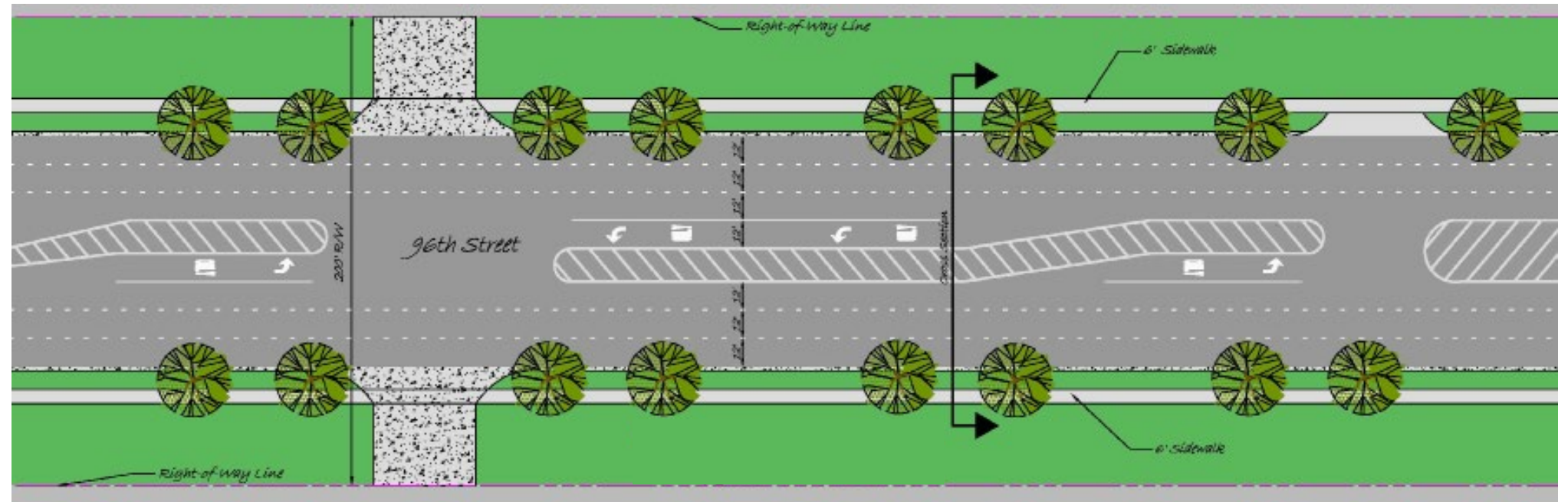
DESIGN CONSIDERATIONS:

- Railroad crossing may require specific design consideration
- I-69 interchange will affect layout
- Marion County coordination
- INDOT Coordination

UTILITY NOTES*:

Power transmission lines

*Utility notes do not represent a complete utility inventory



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- ⊕ Future Round-a-bout
- ⊗ Future Interchange

19. 104th Street

SECONDARY ARTERIAL

104th Street is part of a three-mile east/west secondary arterial route that connects Olio Road to Southeastern Parkway. The route begins at Olio Road, continues east for two miles, turns northeast where it becomes Connecticut Avenue, and then reaches Southeastern Parkway. It accommodates travel between adjacent residential neighborhoods and larger primary arterial routes, such as Florida Road, Olio Road, and Southeastern Parkway. Access to Geist Elementary and Geist Park is also provided via 104th Street making, the shared-use paths planned for this route an important part of the overall transportation network.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS:

Olio Road

ROUNDBABOUTS

Georgia Road Florida Road

BRIDGES/LARGE CULVERTS:

Thor Run Flat Fork Creek (Connecticut Ave.)

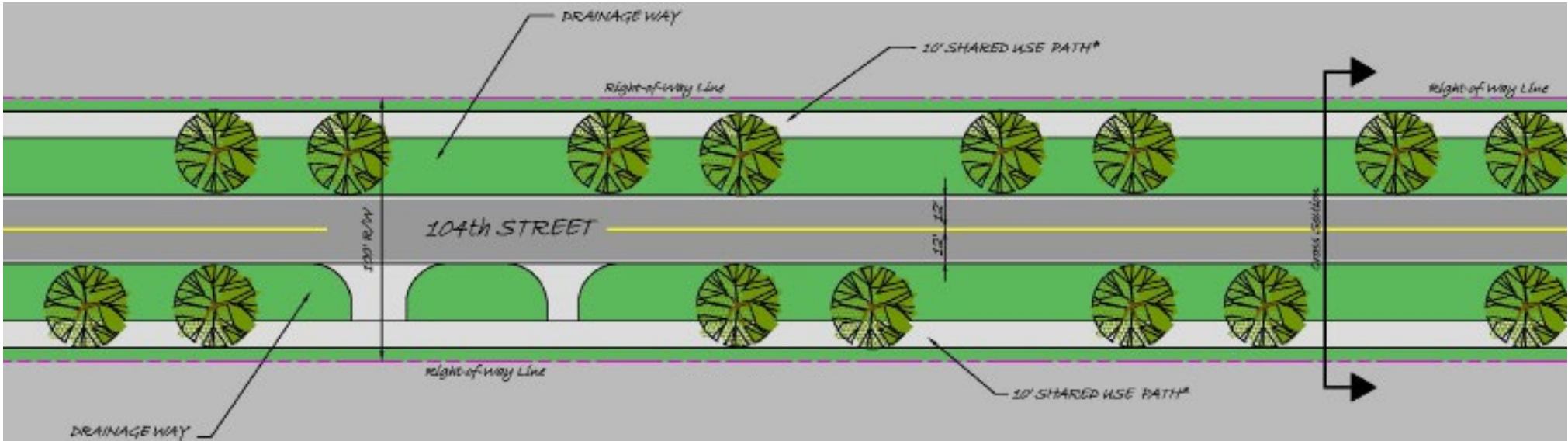
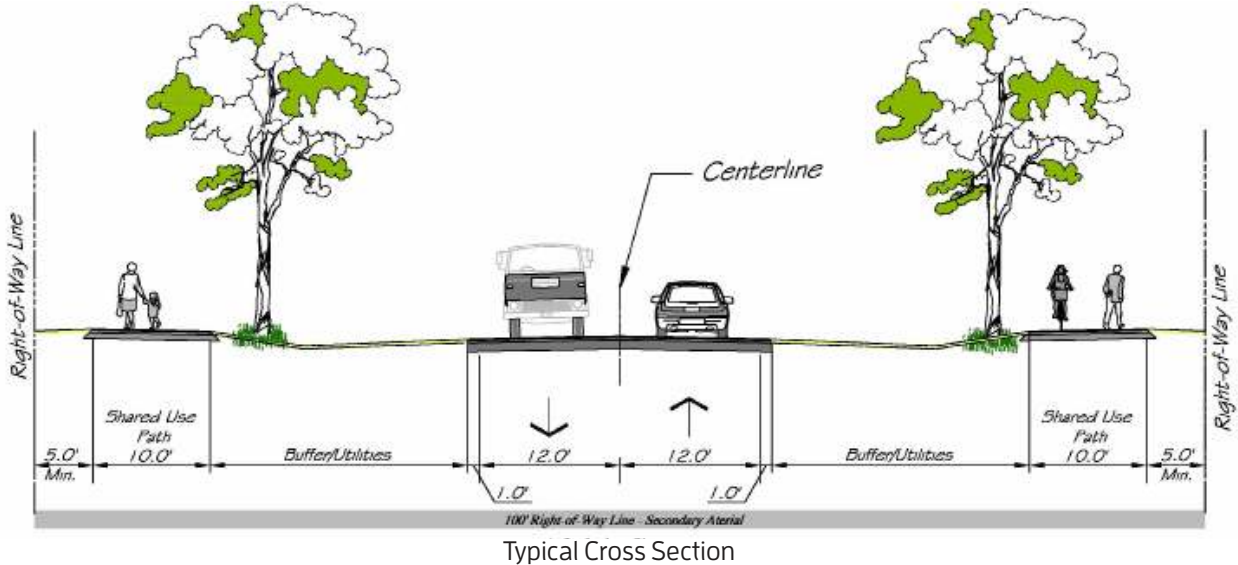
DESIGN CONSIDERATIONS:

Geist Elementary
Mt. Zion Cemetery

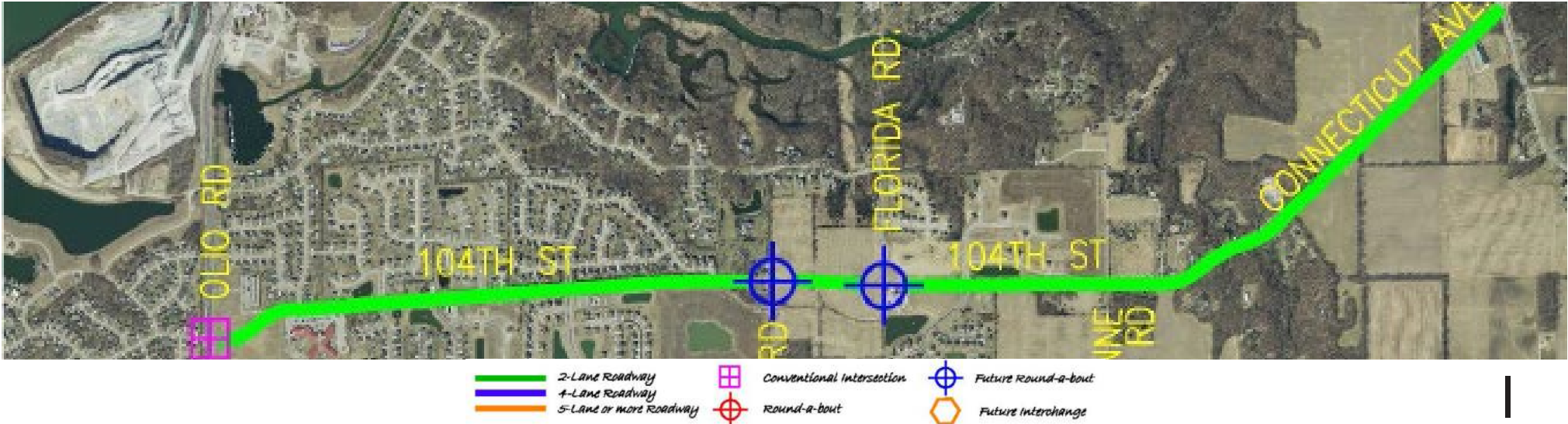
UTILITY NOTES*:

Power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Plan View



20. I06th Street

SECONDARY ARTERIAL

I06th Street is a two-lane route providing east/west connectivity between Eller Road and the Hamilton Proper Subdivision, which is immediately east of Geist Road. Adjacent land uses and connections along the route include well-developed and maintained residential subdivisions, Crosspoint business park, and five public parks including: Heritage Park, Eller Fields, Ritchey Woods Nature Preserve, Cheeney Creek Natural Area, and Cumberland Park. Historically, the function of I06th Street has been to collect and distribute intra-regional traffic to connecting primary thoroughfares and destination points. The proposed I06th Street/I-69 interchange and the nearby Nickel Plate district will change the function of this corridor as more vehicles, bicycles, and pedestrians will be traveling I06th Street to make the connection to all of the new amenities. The I06th Street corridor is to be a major connection for bikes and pedestrians, which includes safe and efficient intersections, dedicated bike lanes, and shared-use paths that accommodate all users.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
Two Dedicated 5-ft. Bike Lanes
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS:

- Eller Road Allisonville Road

ROUNDBABOUTS

- I-69 Interchange Lantern Road
- Geist Road Mollenkopf Road
- Cumberland Road Hoosier Road
- Hague Road

BRIDGES/LARGE CULVERTS:

- Mud Creek I-69
- Cheeney Creek (2)

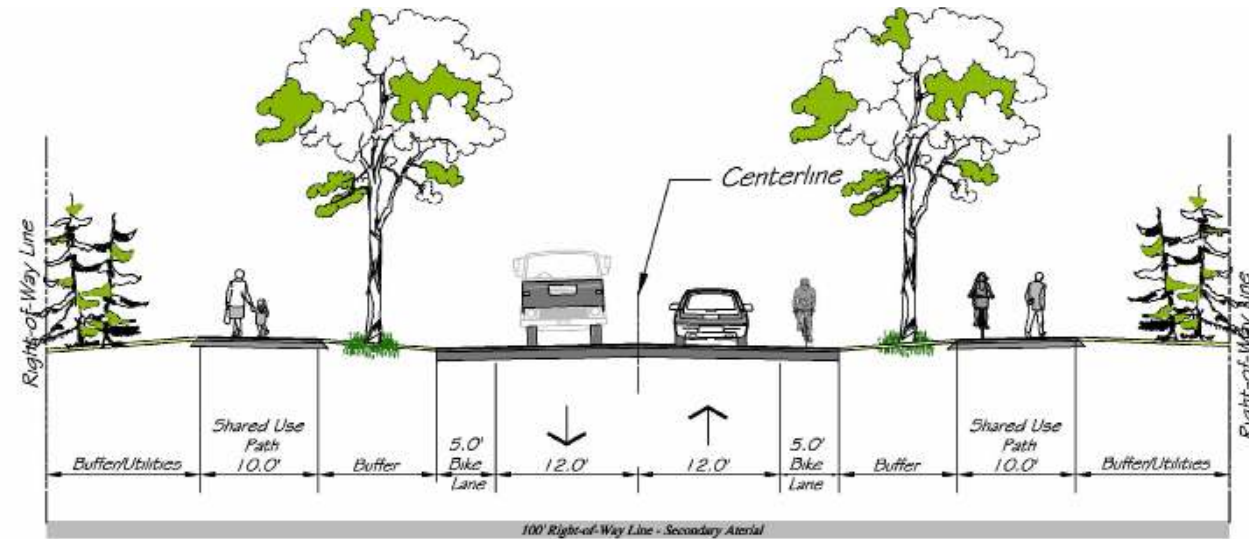
DESIGN CONSIDERATIONS:

Proximity of Cheeney Creek as it parallels the right-of-way
A continuous center turn lane should be used east of I-69 to aid with residential driveways

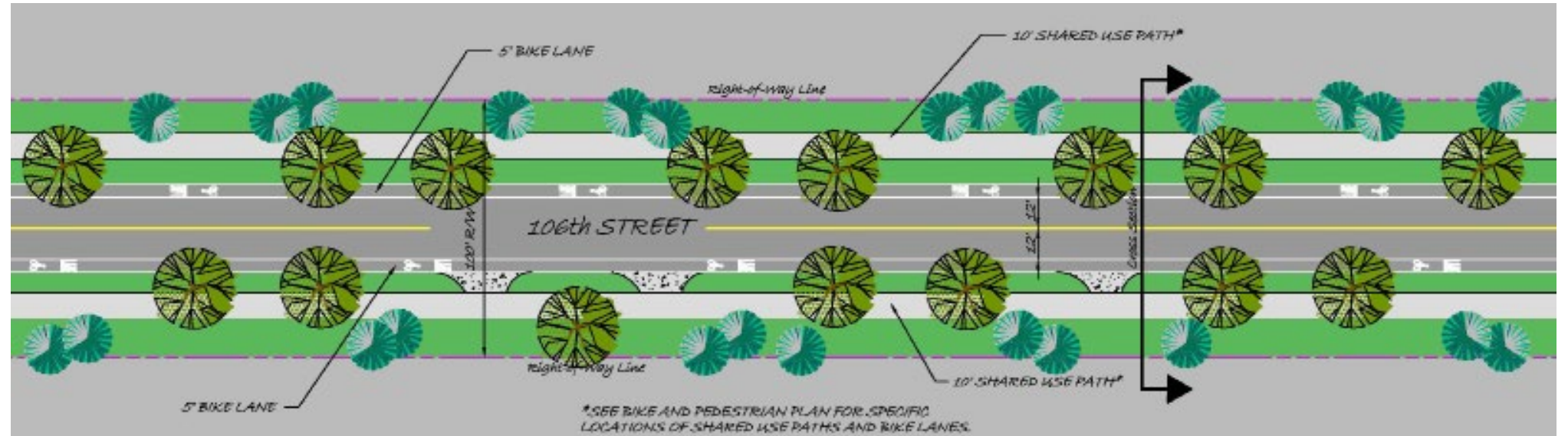
UTILITY NOTES*:

- Large power transmission line
- Sanitary lift stations, force main/gravity lines
- Marathon Pipeline

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



2I. I06th Street (I-69)

SECONDARY ARTERIAL

Upon development and construction of a new I06th Street/I-69 interchange, I06th Street, a secondary arterial thoroughfare, will attract more interregional traffic to nearby neighborhoods, offices, commercial properties, and recreational destinations. As this roadway will serve a multitude of users, it must provide safe travel for motorists, bikes, and pedestrians. Although the bike lanes will terminate at the I-69 bridge, shared-use paths across the interstate will allow cyclists to traverse the interchange alongside pedestrians if they do not wish to merge with traffic. To accommodate new and increased traffic volumes, I06th Street within the I-69 corridor will have four travel lanes. Proposed two-lane roundabouts planned for the I-69 interchange may require right-of-way widths larger than the 100 feet specified.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
Two Dedicated 5-ft. Bike Lanes (except over Interstate 69 bridge)
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

CONVENTIONAL INTERSECTIONS:

- Eller Road
- Allisonville Road

ROUNDBABOUTS

- I-69 Interchange USA Parkway
- Lantern Road

BRIDGES/LARGE CULVERTS:

- I-69

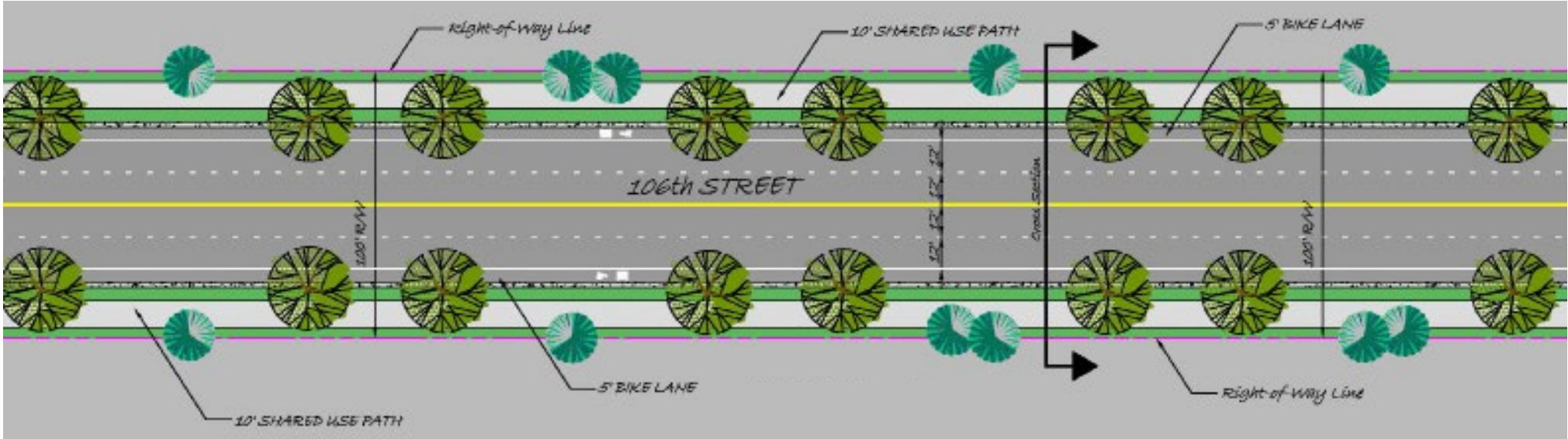
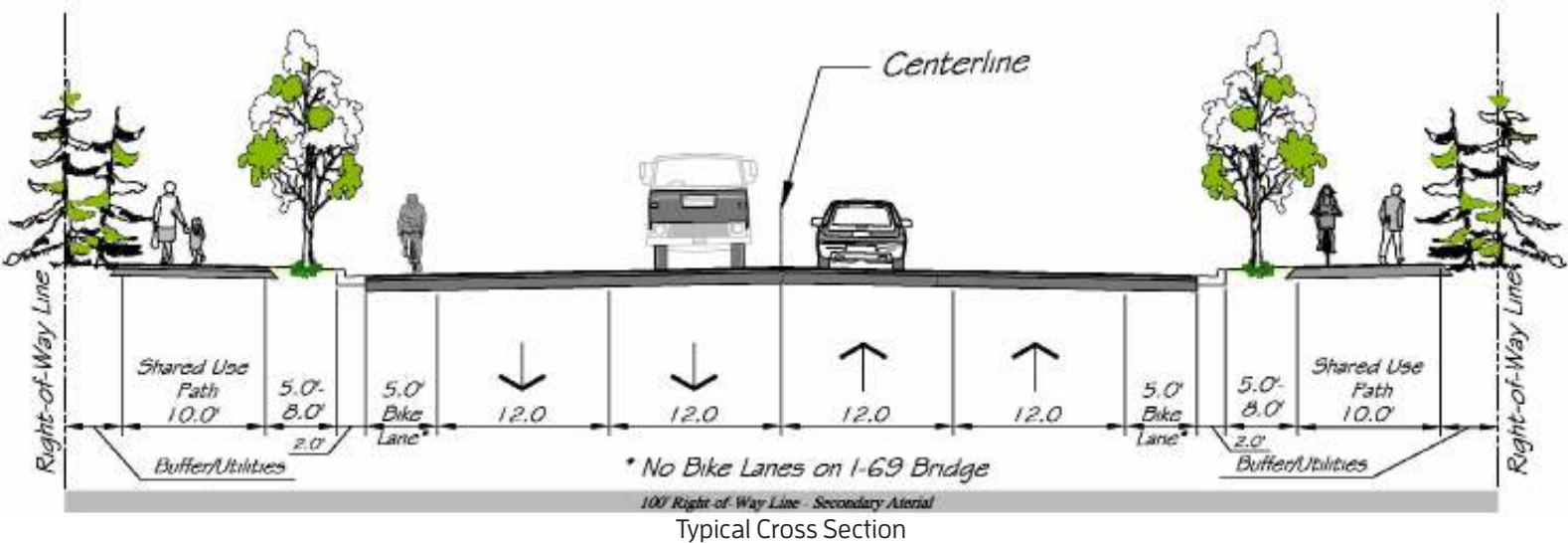
DESIGN CONSIDERATIONS:

Proximity of Cheeney Creek as it parallels the right-of-way

UTILITY NOTES*:

- Large power transmission line
- Sanitary force main/gravity lines
- Marathon Pipeline

*Utility notes do not represent a complete utility inventory



22. I16th Street

PRIMARY ARTERIAL

I16th Street extends east/west through the City and serves multiple roles as it crosses through the community. It acts as a gateway into Fishers from the west, a traditional “main street” as it passes through the Nickel Plate District, a major commercial destination at I-69, and a vital community link to the east. As one of three east/west roads in Fishers with a bridge across the White River, it is also a popular east/west commuter route. In the last couple decades it has grown with the community and was widened from two lanes to four, with shared-use paths and sidewalks for the majority of the corridor. There are three special study areas along the corridor: Hague Road to Commercial Drive, I-69 to Cumberland Road, and through the Nickel Plate District. These areas require further study as residential development, commercial development, and downtown redevelopment will impact I16th Street.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
One Left Turn Lane/Median
- Pedestrian/Bike Access: One 10-ft. Shared-Use Path
One 6-ft. Sidewalk
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers
One Landscape Median

CONVENTIONAL INTERSECTIONS:

- | | | |
|-------------------|-------------------|---------------------|
| Eller Road | Allisonville Road | Conner Creek Dr. |
| Hague Road | Holland Drive | Fishers Point Blvd. |
| Municipal Drive | Lantern Road | Commercial Drive |
| Interstate 69 (2) | USA Parkway | Kroger |
| Cumberland Road | Hoosier Road | Brooks School Rd. |
| Olio Road | | |

BRIDGES/LARGE CULVERTS:

- | | | |
|-------------|---------------|--------------------------------|
| White River | Delight Creek | Interstate 69 Bridge |
| Mud Creek | Sand Creek | Tributary to Stone Bridge Lake |

DESIGN CONSIDERATIONS:

- Passes through areas developed to older standards
- Infrastructure to be updated with redevelopment efforts
- Lack of shared-use path on I-69 bridge
- Indiana Land Trust wildlife preserve
- Safe pedestrian crossings are needed between Commercial and Fishers Point Boulevard

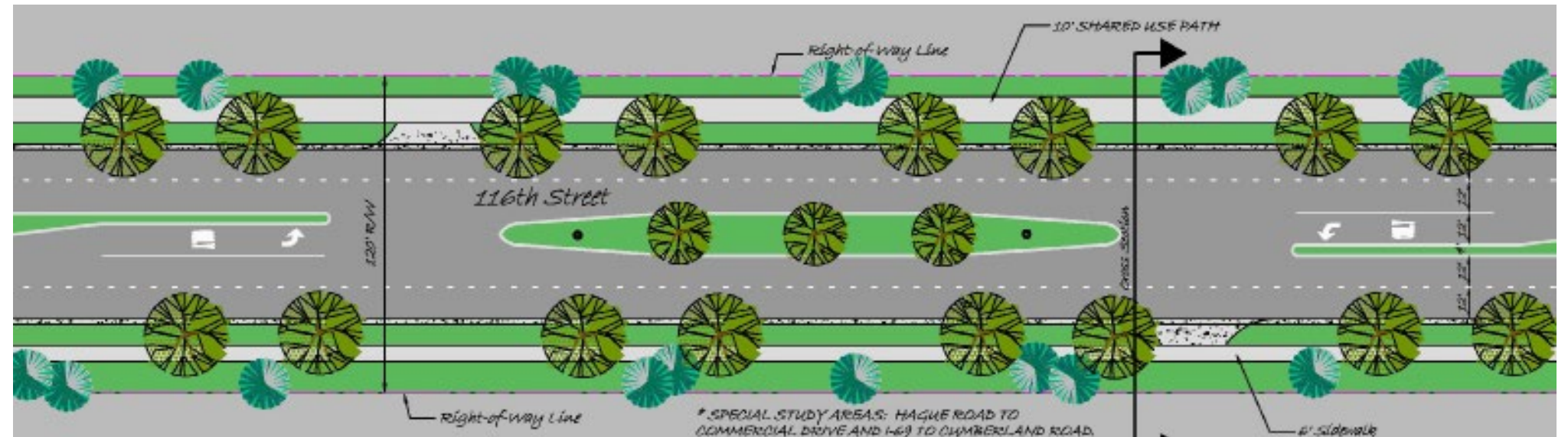
UTILITY NOTES*:

- Large power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



*Special Transportation Study Area



23. I26th Street

PRIMARY ARTERIAL

I26th Street is an east/west route between Allisonville Road and Atlantic Road that connects local residents with access to schools, parks, SR 37, and commercial areas. As areas along I26th Street have developed, the road has been widened from two lanes to four lanes and a shared-use path (north side) was added between Paddington Parkway and Reynolds Drive. Extending this cross section west across SR 37 will be a priority as SR 37 develops. Completing pedestrian and bicycle connectivity along this route is a priority. The recently constructed I-69 bridge already includes a shared use path on the north side. Connecting to the path on the bridge will increase connectivity to the YMCA, Conner Prairie, the Library and the Nickel Plate District.

- Right-of-Way Width: 120 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
- Pedestrian/Bike Access: One 10-ft. Shared-Use Path
One 6-ft. Sidewalk
Bike lanes from Lantern to Olio
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers
One Landscape Median

CONVENTIONAL INTERSECTIONS:

- SR 37 Cumberland Road
- Promise Road Olio Road
- Brooks School Road

ROUNDBOUTS

- Lantern Road Southeastern Parkway
- Cyntheanne Road Allisonville Road

BRIDGES/LARGE CULVERTS:

- Interstate 69 Tributary to Shoemaker Ditch
- Sand Creek Mud Creek

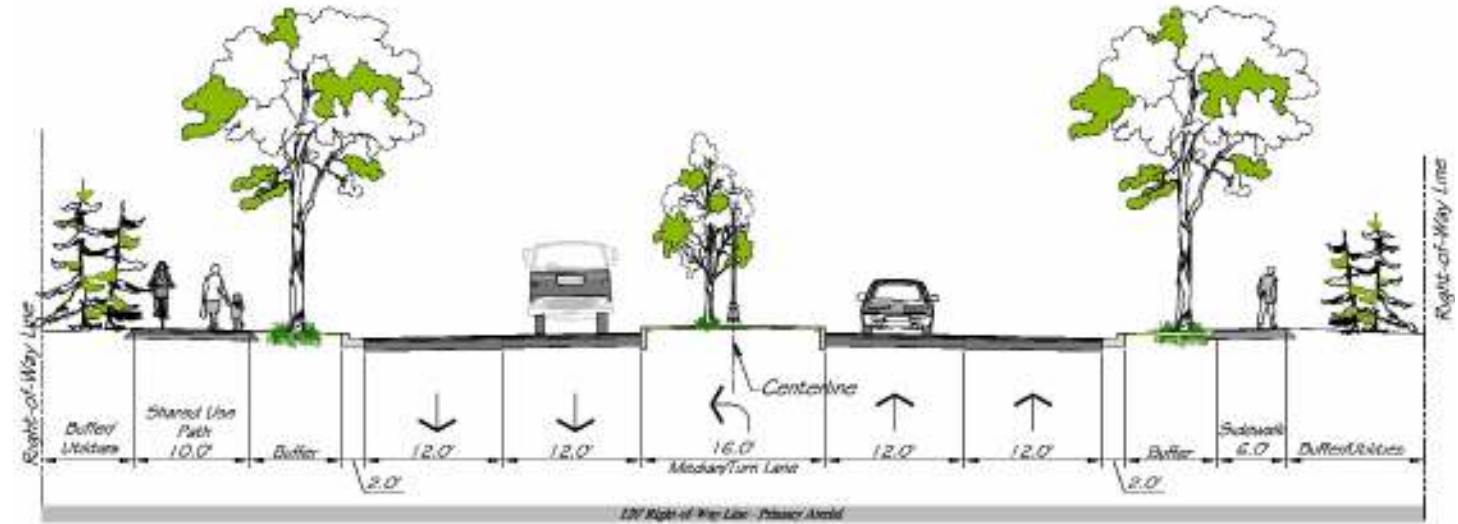
DESIGN CONSIDERATIONS:

Railroad crossing may affect layout and design elements
SR 37 Study may result in interchange with grade separation

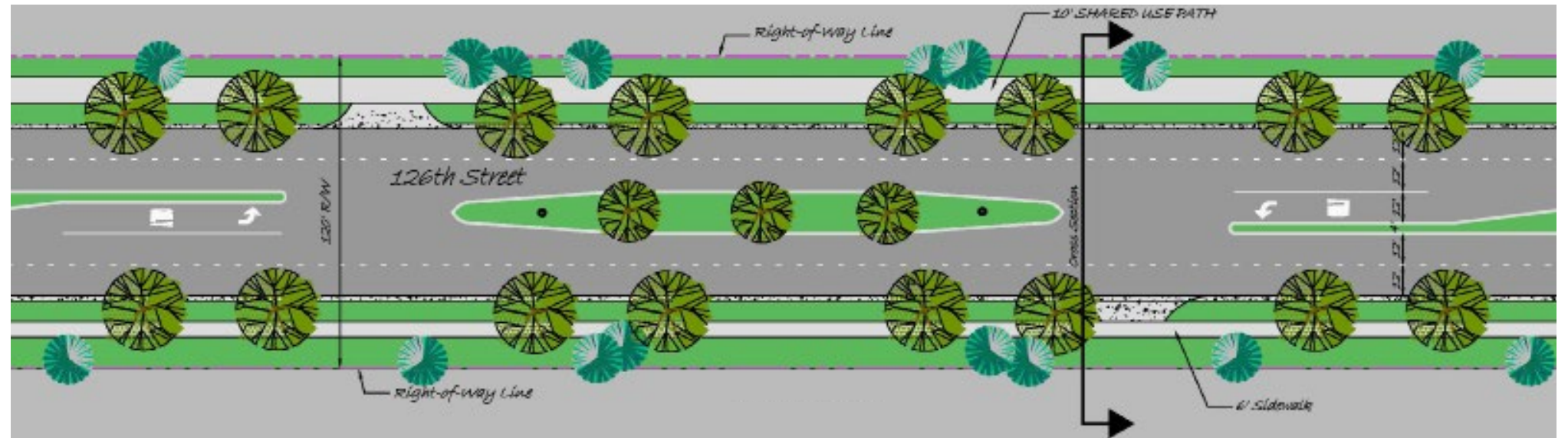
UTILITY NOTES*:

- Large sanitary force main (west end)
- Large power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Cross Section



Typical Plan View



24. I36th Street

SECONDARY ARTERIAL

I36th Street is a five-mile route that is divided by Interstate 69. Two miles of the road is located west of I-69 and three miles is east of I-69. The western section accommodates mostly intraregional trips between adjacent residential neighborhoods and nearby commercial hubs. I36th Street east of I-69 provides access to two existing I-69 interchanges, State Road I3, Southeastern Parkway, and one planned future interchange at Cyntheanne Road. Given the plans for access to three I-69 interchanges, this route section will be more interregional serving both commuters needing I-69 access and local residents traveling to the business and commercial district at Southeastern Parkway.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Two 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

- Marilyn Road Southeastern Parkway
- Brooks School Rd. Prairie Baptist Road
- Minden Drive Cyntheanne Road
- Saxony Blvd.

BRIDGES/LARGE CULVERTS:

- Sand Creek Mud Creek
- Thorpe Creek

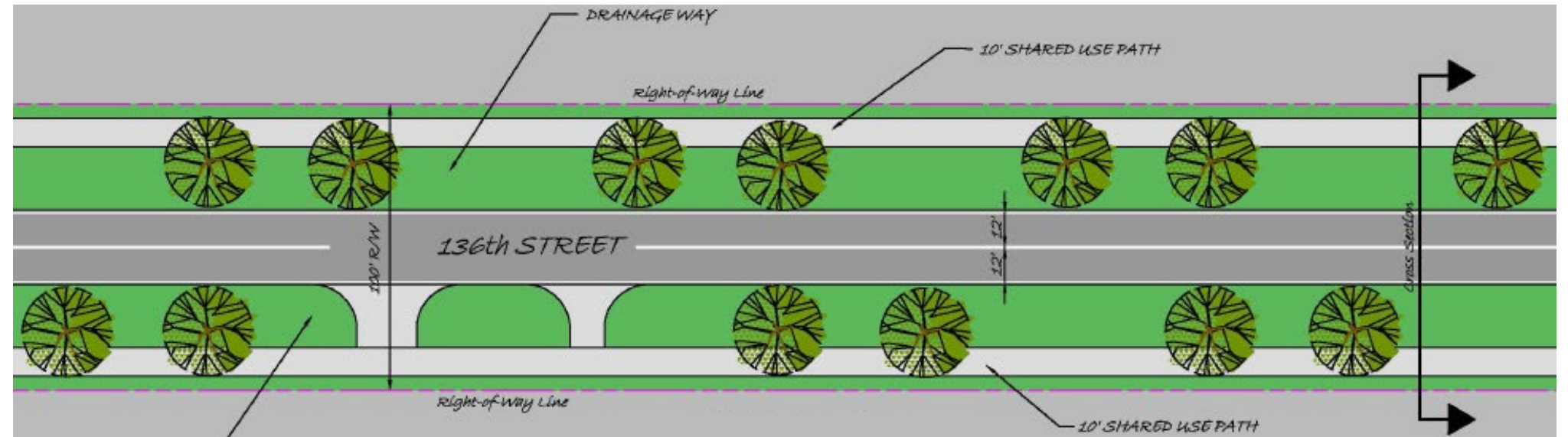
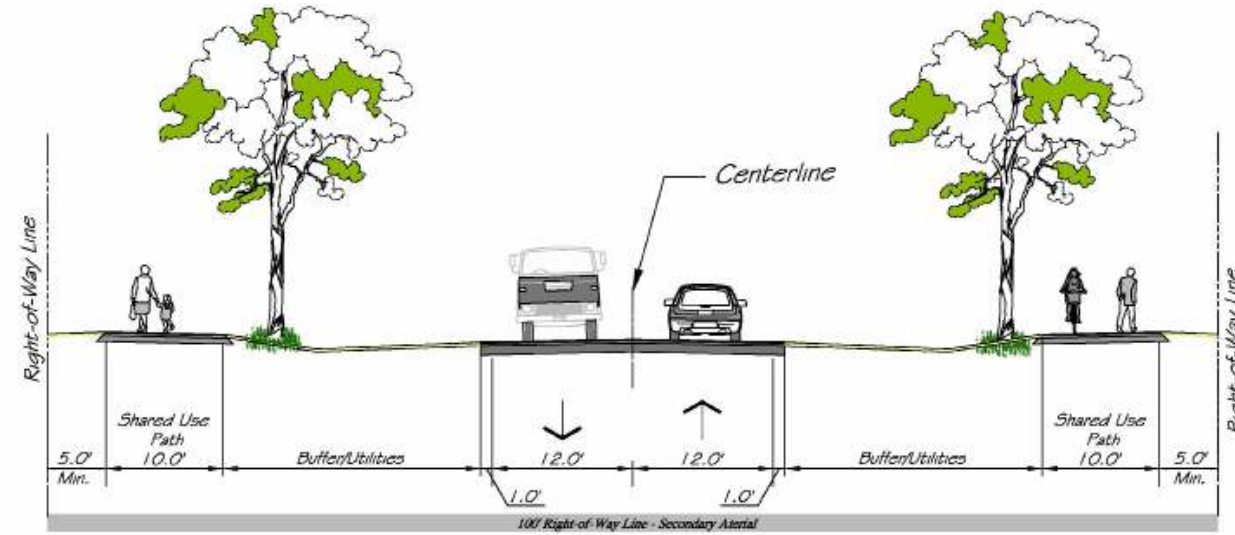
DESIGN CONSIDERATIONS:

- Lowery Cemetery
- Proximity of Sand Creek to road

UTILITY NOTES*:

- Power transmission lines

*Utility notes do not represent a complete utility inventory



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- Conventional Intersection
- Round-a-bout
- Future Round-a-bout
- Future Interchange

25. I36th Street (4 Lane)

SECONDARY ARTERIAL

I36th Street between Cyntheanne Road and Southeastern Parkway will be a critical corridor as Noblesville and Fishers develop. It provides commuters with access to two separate I-69 interchanges (future interchange is planned at Cyntheanne Road) and gives local residents access to adjacent highway commercial centers. These areas contain, two hospitals, large retail centers, school campuses, and other essential goods and service providers. Design guidelines for this corridor will include a four-lane cross section while still enhancing adjacent residential neighborhoods with shared-use paths and landscape buffers.

- Right-of-Way Width: 100 ft.
- Vehicular Access: Four 12-ft. Travel Lanes
- Pedestrian/Bike Access: Two 10-ft. Shared-Use Paths
- Corridor Greenways: Two Drainage/Utility Buffers
Two Landscape/Utility Buffers

ROUNDBABOUTS

- Southeastern Parkway
- Prairie Baptist Road
- Cyntheanne Road

BRIDGES/LARGE CULVERTS:

- Mud Creek

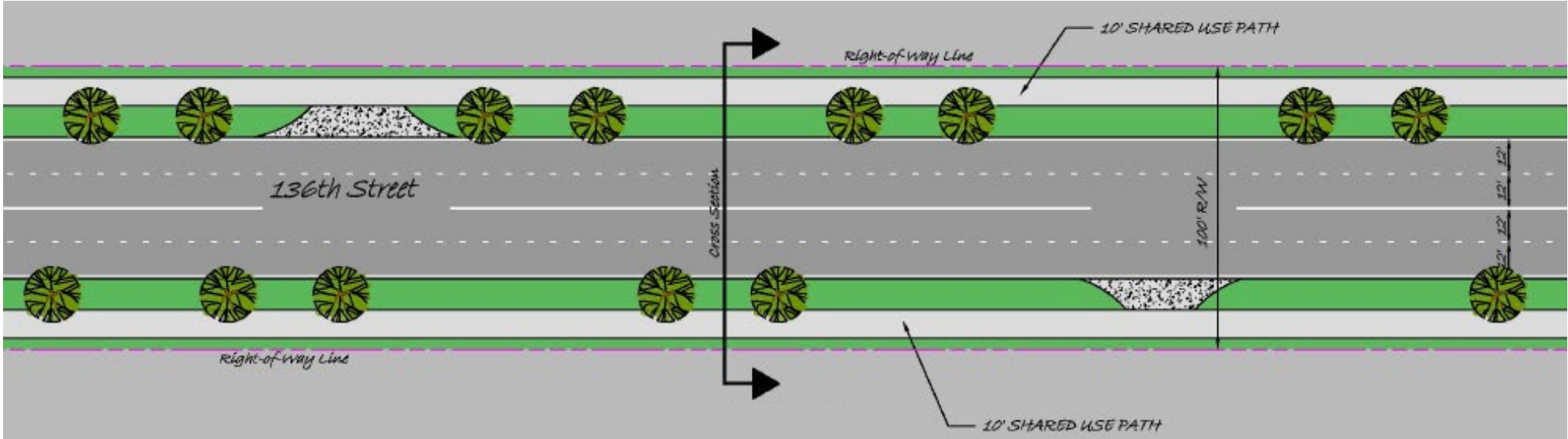
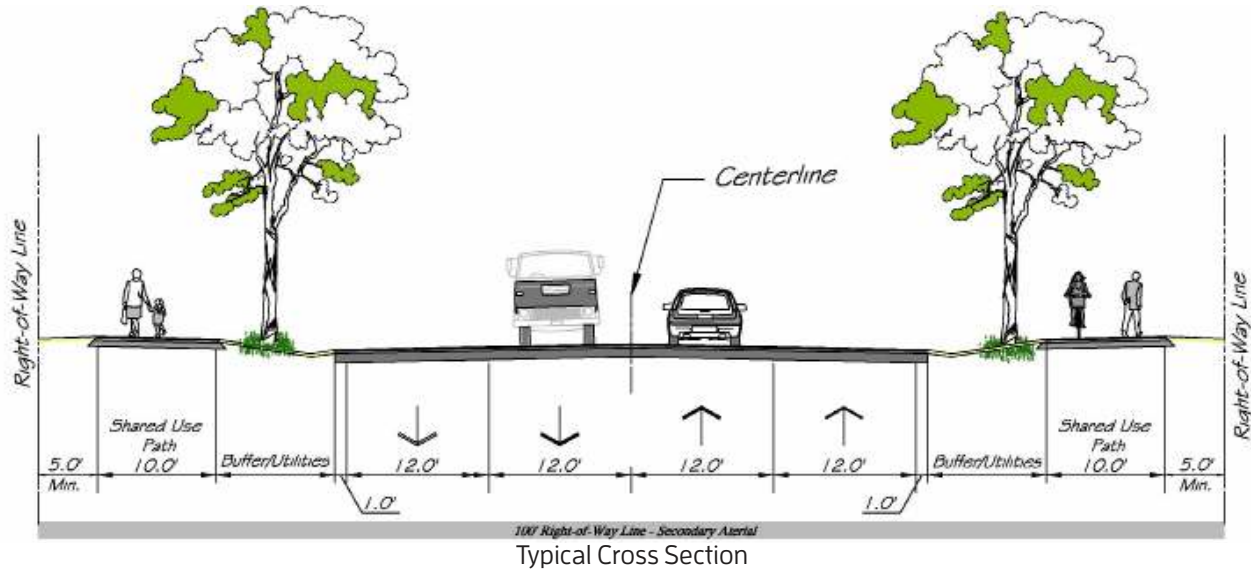
DESIGN CONSIDERATIONS:

- Lowery Cemetery
- Proximity of Sand Creek to road

UTILITY NOTES*:

- Power transmission lines

*Utility notes do not represent a complete utility inventory



Typical Plan View



- 2-Lane Roadway
- 4-Lane Roadway
- 5-Lane or more Roadway
- ⊙ Conventional Intersection
- ⊕ Round-a-bout
- ⊕ Future Round-a-bout
- ⬡ Future Interchange

APPENDIX D

PUBLIC OUTREACH

FISHERS 2040

A Framework for Our Future

Public Engagement

Public engagement is a critical component of the community planning process. The insight provided by experts in a variety of fields, community leaders and the business community are invaluable. They help shape the vision for the community and enrich the end product by providing a diversity of thoughts, values and feedback. The public engagement process for the development of this plan was extensive. A record of the key meetings are listed in this section.

Key Public Engagement Opportunities Linked to the Fishers 2040 Plan

The various forms of public engagement used in the development of the individual plan was tailored to each specific topic. Social media was used in all cases to promote awareness, provide opportunities to offer input and to disseminate the latest information available.

COMPREHENSIVE PLAN – FIRST PHASE

- Seven hundred hours of meetings with the steering committee and the four task forces.
- Two day box city workshop and open house at City hall.
- Informal discussions with experts in related fields on topics such as future land use, residential and neighborhood standards, architecture, transportation, open space, and parks.

PARKS AND RECREATION MASTER PLAN

- A statistically significant community survey.
- An inventory of all parks.
- Discussions with the Parks Advisory Board.
- Discussions with other parks departments throughout the United States.

TRANSPORTATION OUTREACH

- Over nine hundred surveys were filled out at the farmers' market, concerts and on line.

- Regular liaison with the fishers bicycle pedestrian committee (BPAC).
- Meetings with the fishers bicycle pedestrian plan steering committee which included community leaders with an interest in active transportation alternatives, economic development and healthy living.
- Two community forums on bicycle and pedestrian matters.
- Over 100 residents accessed WikiMap, an on-line platform which enabled them to comment on bicycle and pedestrian opportunities.
- Meetings with the thoroughfare plan steering committee which included representatives from various city departments such as community development, engineering, fire, police and public works.

FISHERS COMMUNITY ARTS MASTER PLAN

- Regular liaison with the Fishers arts council.
- Discussions with the Fishers cultural tourism group.

ADA TRANSITION PLAN

- Consultation with the ADA roundtable.
- Consultation with city staff from various departments including community development, parks, public works and police.

SAFE ROUTES TO SCHOOL

- Liaison with the Harrison Parkway Elementary School community including parent/teacher association, parents, students, teachers and the principal.
- Input from the Hamilton Southeastern Transportation Department.
- Input from the city departments including community development, engineering, public works and police.
- Regular consultation with Health by Design.

NICKEL PLATE MASTER PLAN

- Six open houses for residents and businesses in the area.
- Meetings with interested business groups, residents, ULI and the Town Center Review Committee, as appropriate.



Photo from the Public Input Sessions at one of the Fishers Summer Concert Series Events.

APPENDIX E

2024 TRAILS & GREENWAYS REPORT



FISHERS

***TRAILS & GREENWAYS
REPORT***

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INDOT/FHWA

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.



Acknowledgments

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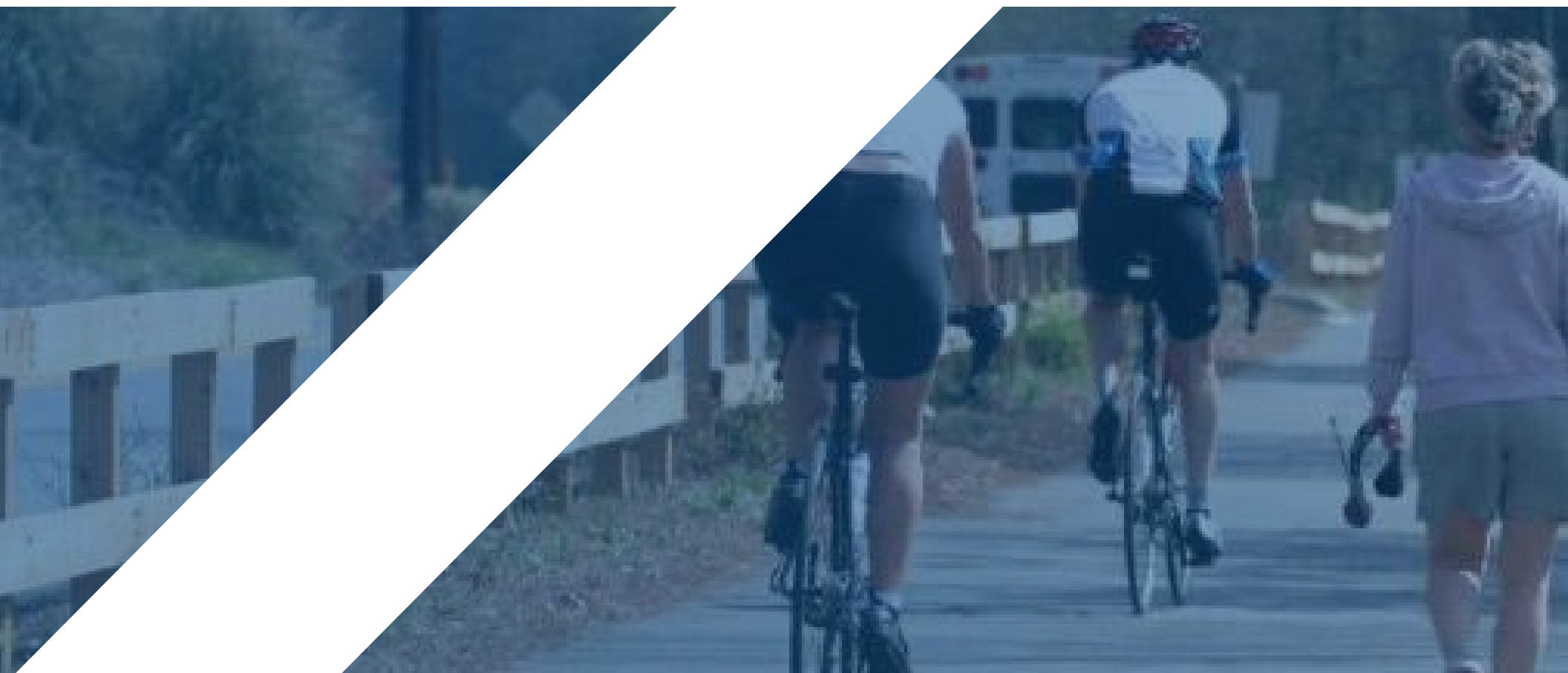
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Chapter 1 - Introduction



Plan Purpose

The Fishers Trails & Greenways Report represents a visionary roadmap for the development and enhancement of bicycle and pedestrian infrastructure. This plan is centered on the creation of safe, accessible, and comfortable facilities for cyclists and pedestrians with a focus on developing the network over the next five to ten years. The proposed recommendations aim to address the evolving needs of the community while fostering active transportation alternatives, promoting healthier lifestyles, and creating more connected living spaces.

In order to emphasize a safe, walkable, and bike-friendly community, the City of Fishers has developed this plan to prioritize a connected network of facilities that meet the needs of the most vulnerable users or those who are less comfortable with their own skills on a bicycle. Creating a network of bicycle and pedestrian facilities that prioritize the needs of the most vulnerable users is crucial for encouraging more bicycle and pedestrian use and will result in a network of bicycle and pedestrian facilities that are safe, comfortable, accessible, and inclusive for everyone in the community. This approach is

different from a network that is focused on creating connections that aren't specific to these users and includes more of a focus on off-road facilities.

As a growing community within the Indianapolis Metropolitan Area, many people are relocating to Fishers because of the amenities like the city's trails and greenways. Proof of the city's recognition of the importance of continuing the development of the trails network can be seen with the city's recent development of the Nickel Plate Trail and Geist Greenway.

The Fishers Trails & Greenways Report recommendations focus on trail routes that create continuous connections across the city, complete gaps in the existing network, and incorporate safety features along the routes. This plan is to be used as a guide for city officials to best prioritize investments in trails.



Cyclists on Nickel Plate Trail



Trail Adjacent to Allisonville Road

Benefits of A Connected Network



Transportation

Active transportation options like biking and walking promote physical activity, leading to improve public health. More cyclists and pedestrians using these networks for transportation can mean fewer cars on the road leading to a reduction in air pollution. Fewer cars on the road can also mean less wear and tear on roadways leading to cost savings. Well-designed bike and pedestrian infrastructure can enhance safety for all road users.



Health

Improving the health of residents is vital to the vibrancy of a community. According to Altarum Health, a nonprofit that helps federal and state agencies improve health equity, one in three adults in Indiana are obese. Biking and walking can be convenient and easy ways to increase physical activity which can lead to less obesity in a community.



Social Equity

Providing connected and convenient bike and pedestrian facilities can create a viable alternative to car travel and reduce dependence on personal vehicles which can be a financial burden for many. Connected networks can also create equitable access to educational institutions, job opportunities, and community services. Providing these connections can be especially important for those who may face challenges in accessing traditional transportation systems.



Safety

Traffic fatality rates are significantly lower in areas that are more bikeable and walkable. In recent years, many cities and towns have increased their focus on developing more, and higher quality, bike and pedestrian facilities when improving roadways. This shift in focus from solely examining vehicular traffic to a more holistic and people-centered approach can create safer spaces for everyone in and out of vehicles.



Community

A high quality of life standard is integral to community well-being as well as vital for attracting new businesses. Trails and greenways allow people to safely walk and bike around their community, encouraging the habit, creating stronger interpersonal relationships, strengthening community loyalty, and increasing livability. When walking and biking, individuals are more likely to engage with their neighbors and local businesses which can strengthen community bonds.



Economic

Multi-modal transportation systems, or just generally walkable communities, lead to higher property values, increased community aesthetics, and create incentives for businesses to locate there. According to a 2019 report on the impacts of walkability on economics, metro areas that are pedestrian friendly have a 52% higher GDP than the lower ranked metro areas. In addition, businesses located in communities with connected networks may see increased foot-traffic, leading to economic growth.



Environmental

The development and promotion of bike and pedestrian networks offer several environmental benefits which contribute to sustainability and a reduction in the environmental impact of transportation. Benefits can include reduced greenhouse gas emissions, air quality improvement, reduced traffic congestion, and preservation of green spaces. Promoting biking and walking as viable transportation options encourages a shift towards more sustainable and environmentally friendly lifestyles.

Existing Fishers Plans

The Fishers Trails & Greenways Report incorporated recommendations from the city's existing plans and reports. A select example of these plans, and the applicable recommendations are summarized below.

Fishers 2040 Comprehensive Plan Goals

The Bicycle and Pedestrian Master Plan is a standalone document but is adopted as a part of the Comprehensive Plan. One of the goals of the Bicycle and Pedestrian Master Plan and the Thoroughfare Plan was to incorporate a multi-modal approach for developing roadways. This means including bicycle and pedestrian facilities along with any roadway improvement projects. Creating a multi-modal network will create a balanced transportation network.

Another goal of these standalone plans was to focus on creating key east/west and north/south primary corridors for pedestrian travel. The Bicycle and Pedestrian Master Plan includes a focus on key areas to create a sense of place and encourage bicycle and pedestrian use.

Allisonville Road Corridor Study

The Allisonville Road Corridor study includes a few key goals aimed at improving connectivity along the corridor. Goals include:

- Improve pedestrian and bicycle connectivity between the Allisonville Road corridor, nearby neighborhoods, and destinations.
- Enhance corridor aesthetics both within the public right-of-way and on adjacent development sites.
- Ensure surrounding neighborhoods remain attractive and desirable locations for both long-term and new residents of Fishers.
- The corridor study includes potential routes for bike and pedestrian travel in and around the Allisonville Corridor for those visiting establishments within the corridor.

Existing and In-Progress Trail Plans

- Geist Greenway Trail - The Geist Greenway Trail is on the east side of the city and will follow the Duke Energy transmission line easement from 96th Street to 131st Street. The greenway will measure approximately five miles.
- White River Greenway North Extension - The City of Carmel will extend the White River Greenway, including a bridge over the White River, which will connect Carmel and Fishers. The project is expected to be complete by the end of 2024.
- Nickel Plate Trail South Extension - The Nickel Plate Trail was being constructed from 106th Street to 96th Street during this planning process. The trail was opened to the public in the fall of 2023.

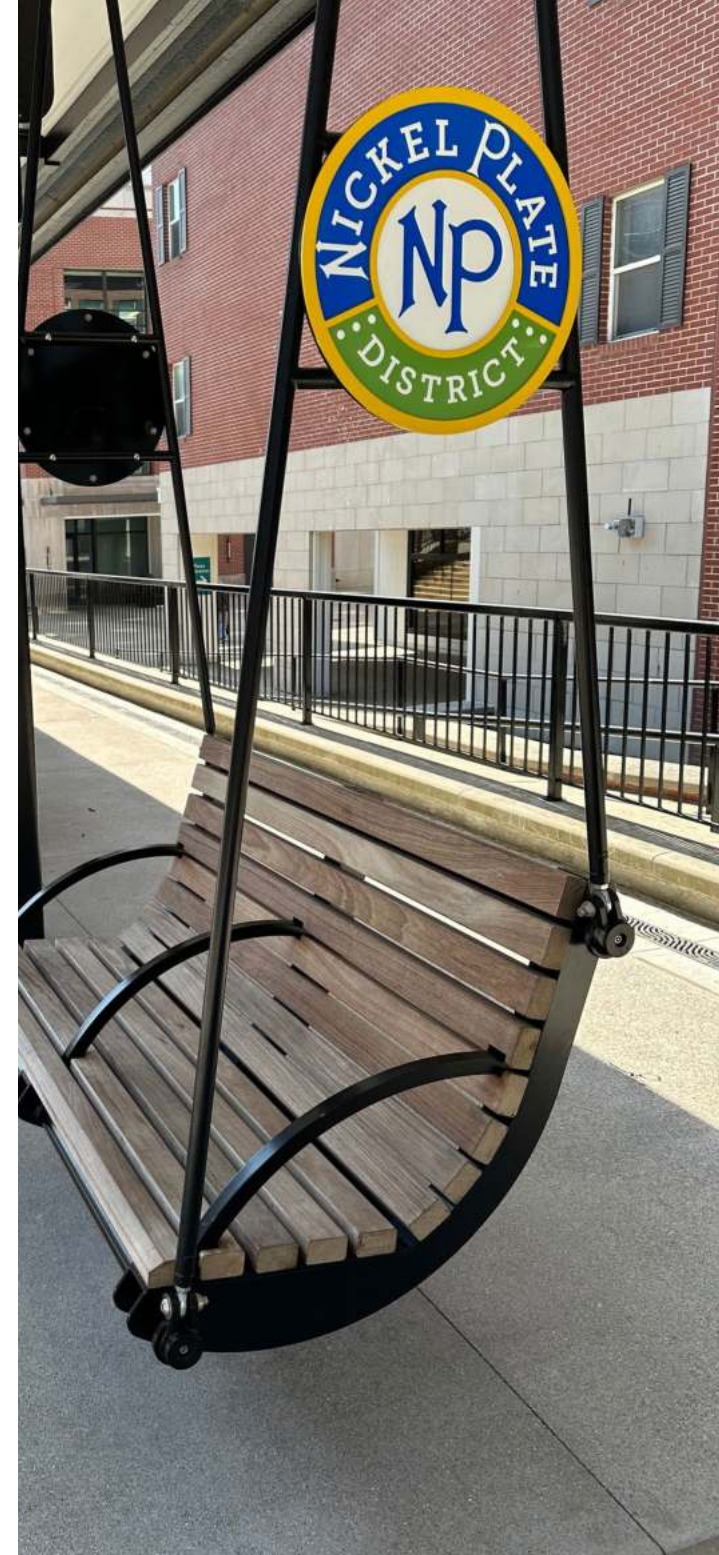
Nickel Plate District Code

The Nickel Plate District Code serves as the downtown master plan for the City of Fishers. The plan includes redevelopment, thoroughfare, and bicycle and pedestrian recommendations for the district. The downtown plan was developed to create a walkable, connected, and vibrant city center where people will want to live and work. Facilities for cyclists and pedestrians were developed along with facilities for automobiles creating a unique city center for Fishers. In addition, the land use and development within the district has led to an area of the city that is dominated by pedestrians and less so by personal vehicles.

White River Vision Plan

The White River Vision Plan was completed in the Summer of 2019. The plan includes Hamilton and Marion Counties. The plan was developed as a framework for the vision of what the White River Corridor could be and was not prepared as a master plan. Key outcomes of the plan that pertain to biking and walking include:

- Ensure the river, public spaces along it, and connections to it are safe and welcoming for everyone.
- Maximize multimodal connections, on the river and along streets, trails, and greenways - both locally and regionally.
- Increase and ensure that all residents have the means to access the river and its destinations.
- Preserve access to affordable, safe, and diverse neighborhoods.



Planning Process

The planning process for the Fishers Trails & Greenways Report included a four-phase process including involvement of the Steering Committee at key points throughout the process. The planning process began in May of 2023 and was complete by the end of 2023.

In addition to the steering committee there was a variety of public input opportunities including in-person and digital meetings. Public engagement is detailed in Chapter 4.



Public Open House

The first phase of the project included gathering existing conditions and perceptions of the trails and greenways network in Fishers. This included gathering of data, existing conditions survey and analysis, risk assessment/crash data analysis, and needs analysis.

The second phase for the report centered around public engagement and continued throughout the project. Many strategies were used to gather input throughout the process and to give residents multiple opportunities to share their thoughts and ideas. The project website was updated throughout the project and served as the host site for project updates and input opportunities.

The third phase in the process included development of draft recommendations for potential priority projects for the report. The steering committee and public were asked to provide input on the recommendations which led to revisions for the draft plan.

The final phase in the process included development of this report and includes a summary of the process, discovery phase, public engagement and input, and draft recommendations including a priority action plan.





FISHERS
NICKEL PLATE TRANSIT

Plan Organization

The Fishers Trails & Greenways Report is organized around key phases of the planning process and includes key takeaways from each phase. The report illustrates the steps of the planning process that led to the proposed recommendations and priority projects.

Chapter One INTRODUCTION

Chapter one introduces the purpose of the plan and plan organization.

Chapter Two VISION & GOALS

Chapter two outlines the vision and goals for improving the existing network of bike and pedestrian facilities.

Chapter Three BIKING & WALKING TODAY

Chapter three includes an inventory of existing conditions and analysis of community needs.

Chapter Four WHAT WE HEARD

Chapter four summarizes public engagement and the input gathered from community input events, surveys, and open houses.

Chapter Five NETWORK FRAMEWORK

Chapter five illustrates the framework for the network and includes identification of primary and secondary corridors for bicycle and pedestrian facilities.

Chapter Six RECOMMENDATIONS

Chapter six includes the proposed recommendations for the trails network. Recommendations include projects, programs, and policy changes.

Chapter Seven IMPLEMENTATION

Chapter seven provides the implementation strategy including potential project costs and prioritization.





Chapter 2 -

Vision and Goals



Introduction

The Fishers Trails & Greenways Report will build upon and continue the vision created as a part of the Fishers Bicycle and Pedestrian Master Plan. As the most current document guiding the city's decisions regarding bicycle and pedestrian facilities, the Trails & Greenways Report serves as a more focused guide for trail and pathway projects for the city over the next five to ten years. Goals and objectives were developed for the Fishers Trails & Greenways Report that are unique for this planning process while complimenting the vision and goals from the previous master plan.

The goals and objectives for the Fishers Trails & Greenways Report are shown on the following pages. The goals and objectives for the study provide a framework for measuring progress and help guide the prioritization of projects to achieve the vision for biking and walking in Fishers.

Vision

Fishers will sustain and enhance its bicycle and pedestrian network to accommodate users of all ages and abilities. The system will build upon the existing network of paths, sidewalks, and bike lanes to connect citizens to key destinations, such as schools, parks, commercial and employment centers, and regional destinations with an emphasis on facilities that meet the needs of the most vulnerable users. The City will support bicycle and pedestrian infrastructure improvements that are based on national best practices, and will support education initiatives that promote safe practices for cyclists, pedestrians, and drivers alike. Fishers will also promote active transportation by partnering with community and neighborhood organizations to foster a culture that welcomes bicycling and walking for both recreation and transportation options.



Nickel Plate Trail at 106th Street

Goals & Objectives

Goal 1 - Create primary pedestrian thoroughfares to connect the city.

1.1 - Create connected and convenient corridors for walking and biking throughout the city to encourage more trips by bicycle or by walking and fewer trips by automobile.

1.2 - Establish pedestrian corridors that connect key districts, such as residential areas, commercial centers, recreational spaces, and event centers.

1.3 - Develop corridors with safety in mind, including proper lighting and visibility, to create a safe environment for pedestrians.

1.4 - Incorporate public spaces along pedestrian corridors such as plazas, seating, and natural areas.

1.5 - Ensure that pedestrian facilities along these corridors are accessible to people of all ages and abilities.

1.6 - Provide wayfinding and signage to direct out-of-town visitors to the primary corridors and key destinations.

Goal 2 - Complete gaps in the existing network.

2.1 - Connect gaps in the existing bicycle and pedestrian network to reduce frustration of residents who can't reach destinations without rerouting or utilizing the adjacent roadways.

2.2 - Actively work with the county in unincorporated areas of the city to complete gaps in the network.

2.3 - Coordinate with developers when new developments occur to create trails and pathways which connect with the existing network.

2.4 - Focus on closing gaps in areas with safety concerns or limited accessibility.

2.5 - Use the latest analysis and evaluation techniques to identify gaps that will have the biggest effect on creating connections for the community.

Goal 3 - Connect existing greenways with residential areas, employment centers, parks, and public spaces.

3.1 - Create connected networks of trails and paths to ensure that people can easily and safely navigate the city without relying solely on motorized vehicles.

3.2 - Improve accessibility for residents and workers by establishing direct and convenient connections between greenways and residential areas, employment centers, and key destinations.

3.3 - Develop a network of interconnected green spaces, including parks and public areas, linked by greenways to enhance recreational opportunities.

3.4 - Enhance economic development by linking commercial areas, promoting local businesses, and creating pedestrian-friendly districts.

3.5 - Protect and preserve natural habitats along greenway corridors by incorporating sustainable design principles.

Goal 4 - Develop safe roadway crossings to create a more inviting and comfortable network of facilities.

4.1 - Utilize lighting, signals, crosswalks, and traffic calming measures to reduce the risk of accidents and injuries at intersections.

4.2 - Identify and eliminate physical barriers such as busy roads or unsafe crossings that impede the continuity of the bike and pedestrian network.

4.3 - Implement pedestrian hybrid beacons at key crossings to provide a controlled signal for pedestrians and cyclists.

4.4 - Construct raised crosswalks at key crossings to create traffic calming and increase the visibility of pedestrians and cyclists as they cross.

4.5 - Implement educational campaigns to inform pedestrians, cyclists, and motorists about safe crossing practices.

4.6 - Provide adequate signage and marking to indicate the presence of pedestrian and cyclists crossings.

Goal 5 - Create a network of facilities that meets the needs of the city's most cautious and vulnerable users.

5.1 - Develop a network of facilities that will be utilized by families and beginner cyclists to create a comfortable and connected system of trails.

5.2 - Identify and prioritize areas of the city that have limited access to trails and pathways and a higher dependence on alternative modes of travel to create an equitable network.

5.3 - Integrate landscape buffers between bike and pedestrian facilities and adjacent roadways to increase comfort of these facilities.

5.4 - Integrate traffic calming measures, such as speed humps or chicanes, leading to and within crossing zones to slow down vehicle speeds.

Goal 6 - Identify priority projects for the next 5-10 years to create the best connections for the city.

6.1 - Close gaps that facilitate connectivity between users and destinations and connect users to public transportation options.

6.2 - Engage with the community to ensure that the decision-making process aligns with the needs and preferences of residents.

6.3 - Develop a system for regular evaluation and monitoring of completed projects to assess their effectiveness and evaluate new challenges.

6.4 - Create flexible guidelines for unforeseen opportunities to develop the bike and pedestrian network such as grants or donations.



Chapter 3 -

Biking & Walking Today



Fishers Today

With the opening of the Nickel Plate Trail in the spring of 2022, Fishers has shown its commitment to high quality bicycle and pedestrian facilities. The opening of this trail has spurred development as well as increased the number of cyclists and pedestrians in the city.

Fishers has several trails and shared use pathways throughout the city to help connect its residents with parks and amenities. However, there are still gaps in the network creating barriers for residents traveling by bike or foot. There are also areas of the city, specifically the east side, which do not have as many pathway connections. Other challenges that the city has been actively working to improve include stressful roadway

intersections and crossings for cyclists and pedestrians.

Fishers leads many communities in the amount and quality of trails and greenways that have already been built in the community. But, the city understands residents are still asking for more bicycle and pedestrian facilities. This chapter provides a snapshot in time of the current conditions of biking and walking in Fishers so the city can identify where improvements are needed and what projects should be considered priorities over the next five to ten years.



Fishers Farmers Market at Nickel Plate Amphitheater



Concert at Nickel Plate Amphitheater



Demographic Analysis

Fishers has experienced significant growth over the past few decades and has a diverse age distribution, with a mix of young families, professionals, and retirees. The city's schools, parks, and recreational facilities contribute to the attractiveness of the city for families.

Fishers is often recognized for its high quality of life, including well-maintained parks, recreational facilities, and a sense of community. The city's commitment to the development of trails and pathways has contributed to its positive reputation.

Fishers Population & Density

The city of Fishers grew 5.28% from 2020 to 2023 to a current population of over 102,000 residents, according to the U.S. Census Bureau. The city is known for having a relatively affluent community with household incomes often above the national averages. The city attracts professionals working in a variety of industries. The city has a well-educated population, with a higher percentage of residents holding college degrees compared to national averages. Fishers has a strong local economy with employment opportunities in various sectors. The city has seen growth in

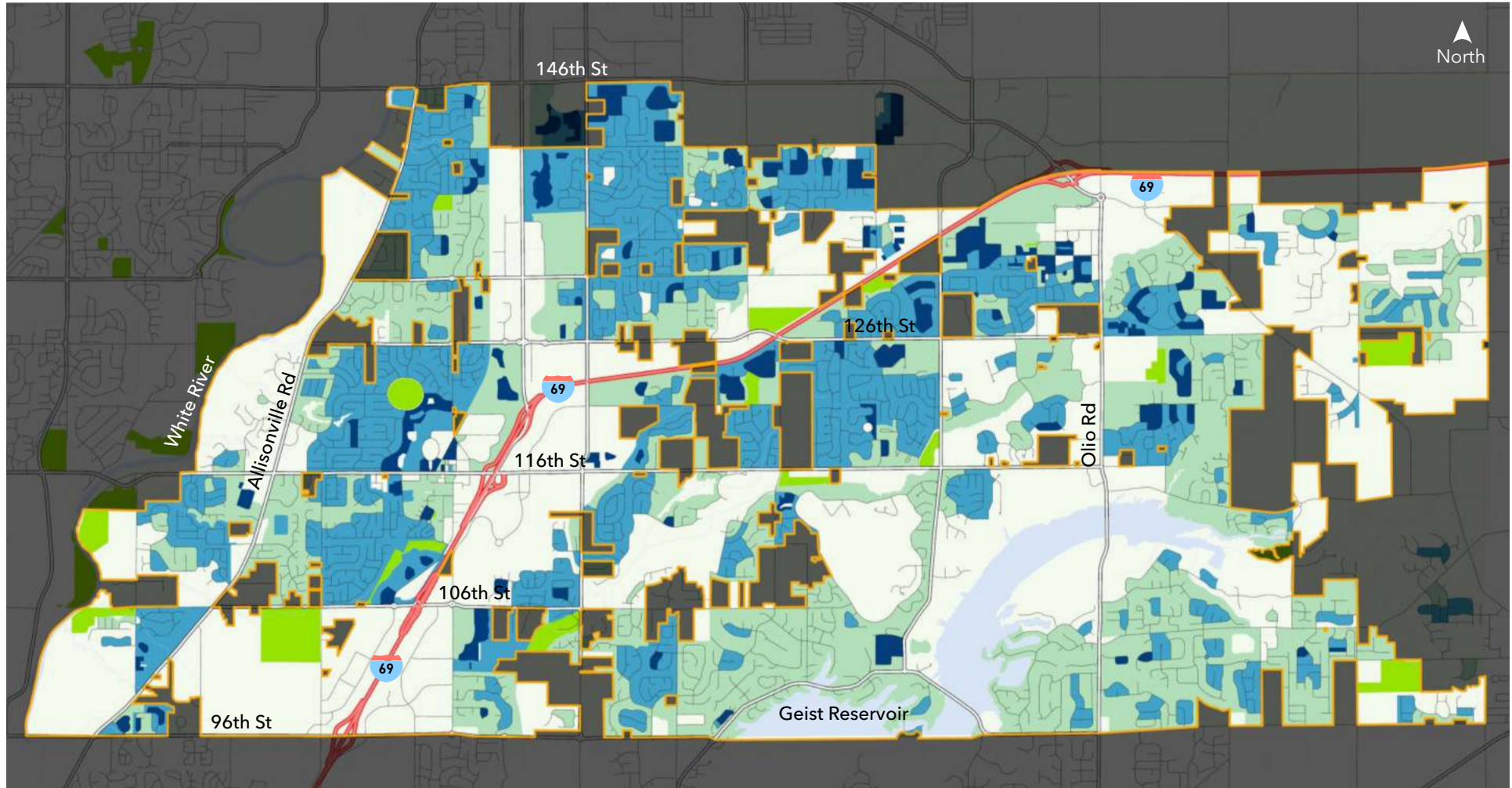


Nickel Plate Amphitheater

technology, healthcare, and other industries, contributing to its economic vibrancy.

The city's population density is shown on the adjacent page with the densest areas indicated with a darker blue color. The city has seen increased development and growth over the last ten years and has pockets of high density spread across the city. The east side of the city is less dense but has seen a rapid increase in development of single-family neighborhoods.

Population Density Map



Legend

- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

Population Density - Person per Acre

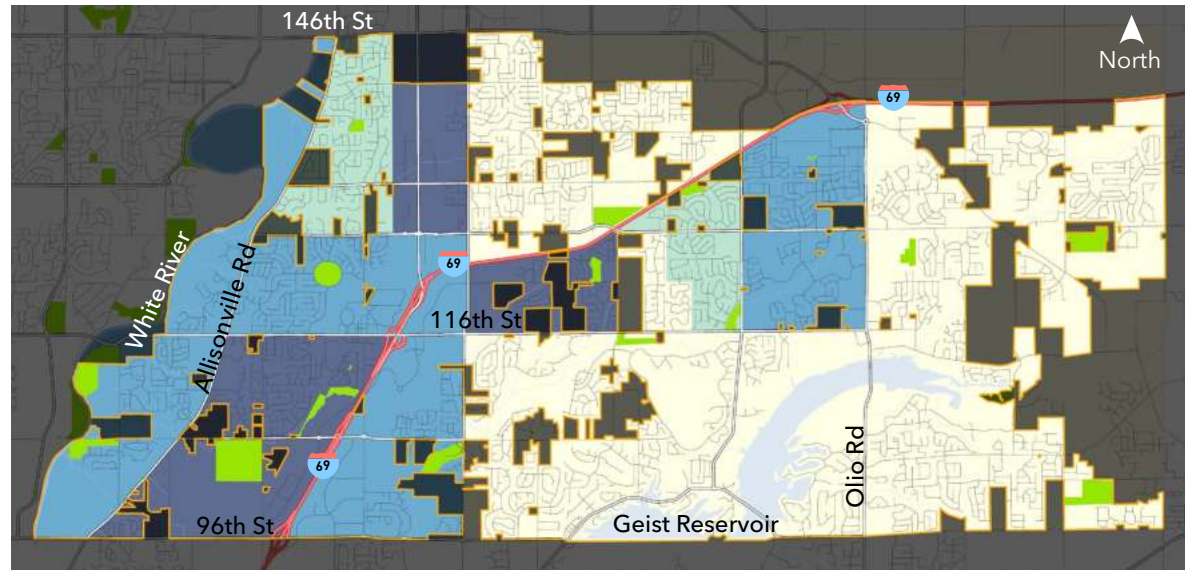
- Less Than 3
- 3-6
- 6-12
- More than 12

Vehicular Dependency & Population Age

Like many cities and towns in the state of Indiana, the City of Fishers is largely car dependent and dominated by infrastructure for the automobile. The adjacent maps show the density of households without any vehicles or with just a single vehicle. Households in the darkest blue include 40-50% of households with a single vehicle. The average household size for Fishers in July 2022 is 2.79 people, according to the U.S. Census Bureau's 2022 estimate. The number of households who don't own a car drops significantly as shown in the bottom figure to the right. The darker colors on this map indicate that 3-6% of households in these areas do not own a car.

Many of the areas with the highest occurrence of households without a car are located closer to retail, medical, and recreational areas. These areas are also better connected with trails and pathways. Gaps in the existing network of bicycle and pedestrian facilities may need to be prioritized to create connections for those traveling by means other than a personal vehicle.

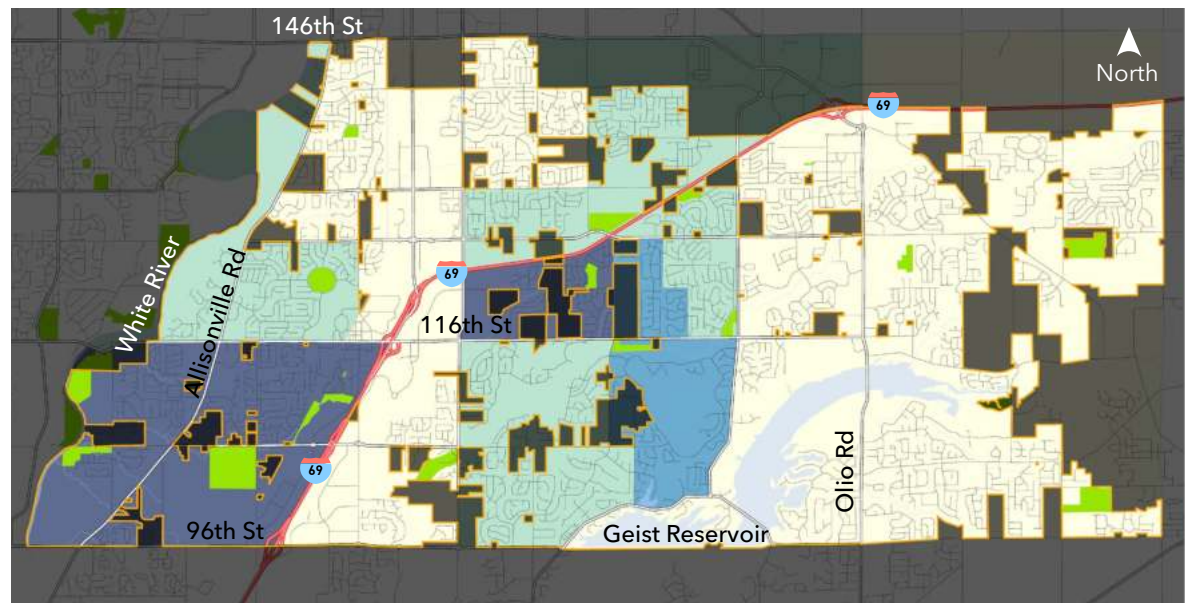
Households with One or no Vehicles



Legend

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> □ Municipal Boundaries — Interstate □ Major Streets | <ul style="list-style-type: none"> Local Streets Water Bodies Parks | <p>Households with One or no Vehicles</p> <ul style="list-style-type: none"> Less Than 20% 20-30% 30-40% 40 up to 50% |
|---|--|---|

Households with No Vehicles



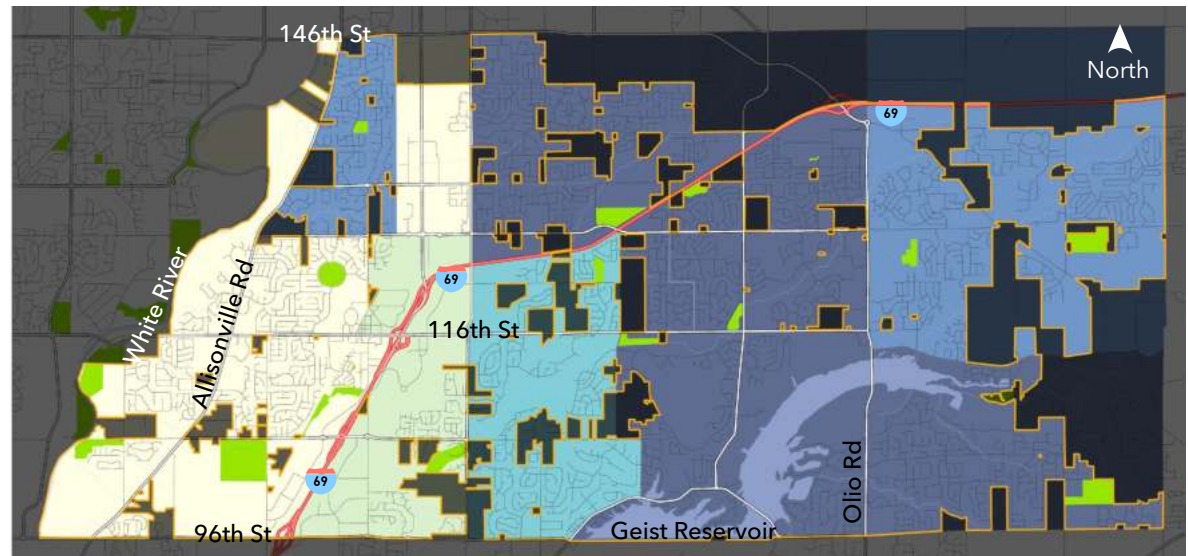
Legend

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> □ Municipal Boundaries — Interstate □ Major Streets | <ul style="list-style-type: none"> Local Streets Water Bodies Parks | <p>Households with No Vehicles</p> <ul style="list-style-type: none"> Less Than 1% 1-2% 2-3% 3 up to 6% |
|---|--|---|

The highest percentage of households with children under the age of 18 are located towards the middle and east side of the city. Approximately 48-57% of households shown in the darker blue have children under the age of 18. This reflects the number of families with children located in the city and emphasizes the importance of providing bicycle and pedestrian facilities that are comfortable and safe for families. When facilities are created that are comfortable for parents to ride bikes with their children, communities will see drastic increases in the number of cyclists.

The lower map to the right illustrates the population over 65 years old. The highest densities of people over 65 are located on the far west side and the far east side of the city. The percentage of residents who are over 65 in these areas is 14-21%. More retirees fall into this demographic and may represent adults with more leisure time. This information may impact prioritization of certain facilities if there is a higher number of users on trails and pathways. Recreational facilities or bike and pedestrian facilities that connect with recreational areas may also be prioritized in these areas of the city.

Households with Children Under 18 Years Old



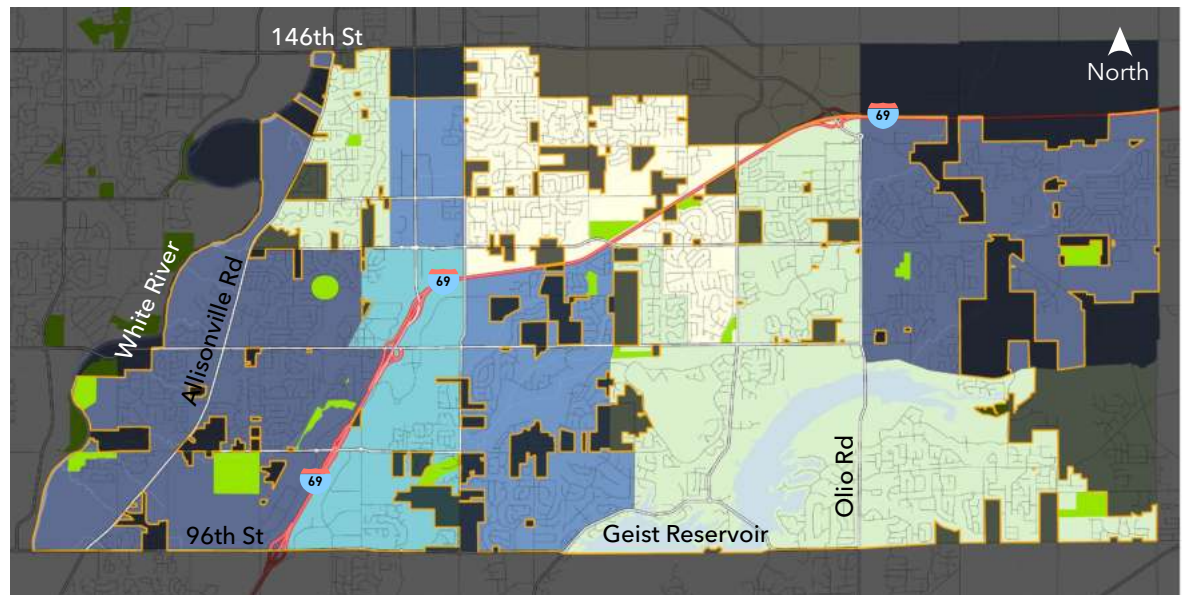
Legend

- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

Households with Children under 18 Years Old

- Less Than 30%
- 30-36%
- 42-48%
- 48 up to 57%

Population Over 65 Years Old



Legend

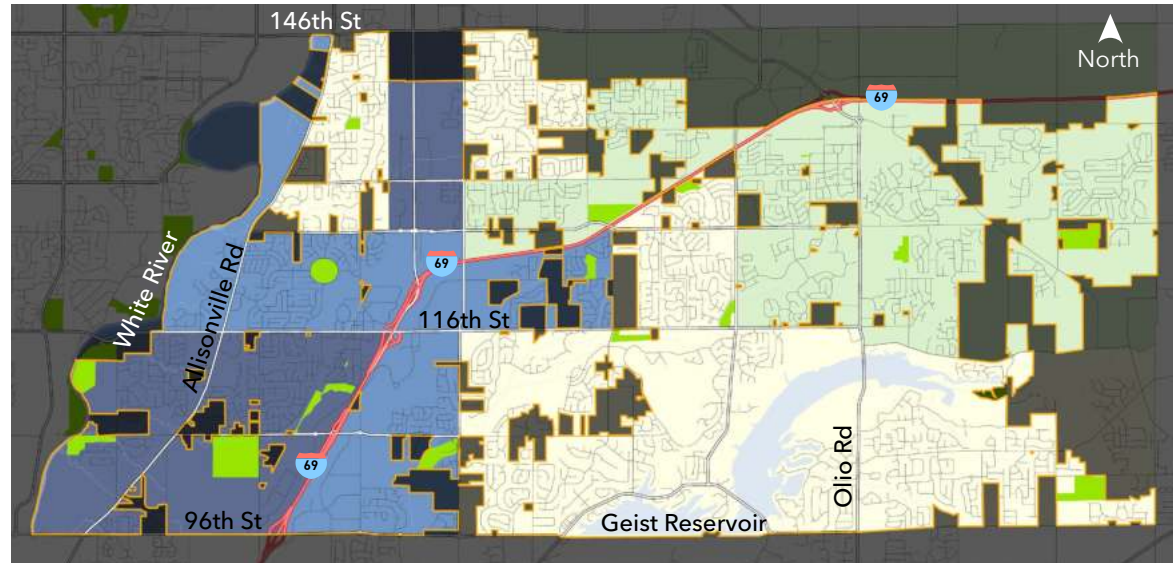
- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

Population Over 65 Years Old

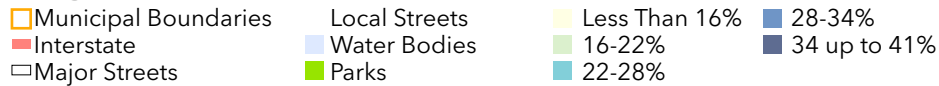
- Less Than 8%
- 8-10%
- 10-12%
- 12-14%
- 14 up to 21%

Households with Single Occupant

Households living alone are approximately 34-41% of households shown in the darker blue color. The area south of 116th Street and west of Interstate 69 corresponds with a higher percentage of residents who do not own a vehicle. Anecdotally, several residents stated that they have intentionally chosen to live without a vehicle and the number of connected trails and pathways in Fishers led to them either making this decision or deciding to move to the area.

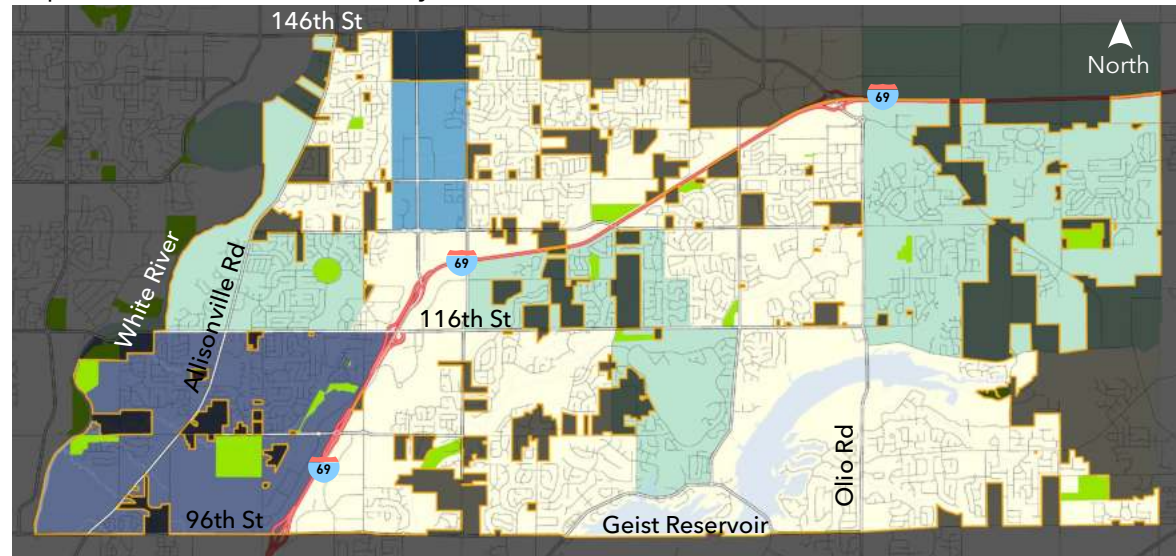


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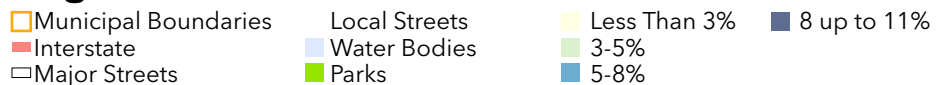


According to the U.S. Census, the City of Fishers has a poverty rate of 2.8% which is significantly lower than the State's poverty rate of 12.6%. The highest number of households living in poverty are located in the same area as the area with the highest number of households without cars, the highest percentage of households with residents over 65 years old and the highest percentage of single-family households. Considering all of these factors may place a heavier emphasis on ensuring that the bicycle and pedestrian facilities within this area are connected, comfortable, efficient, and safe.

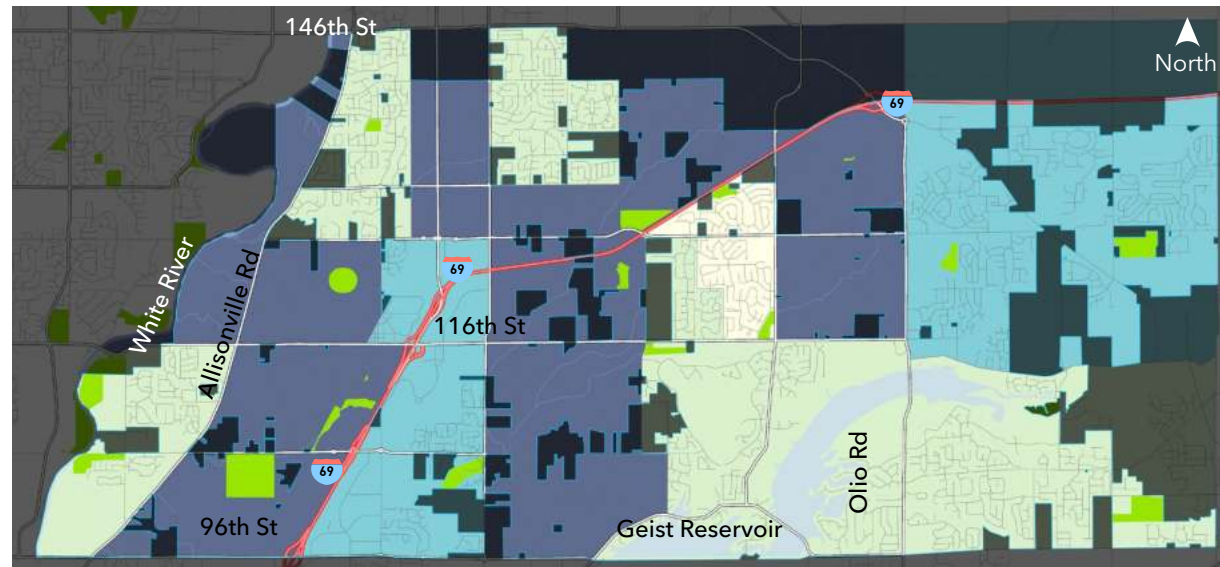
Population Below the Poverty Level



Legend



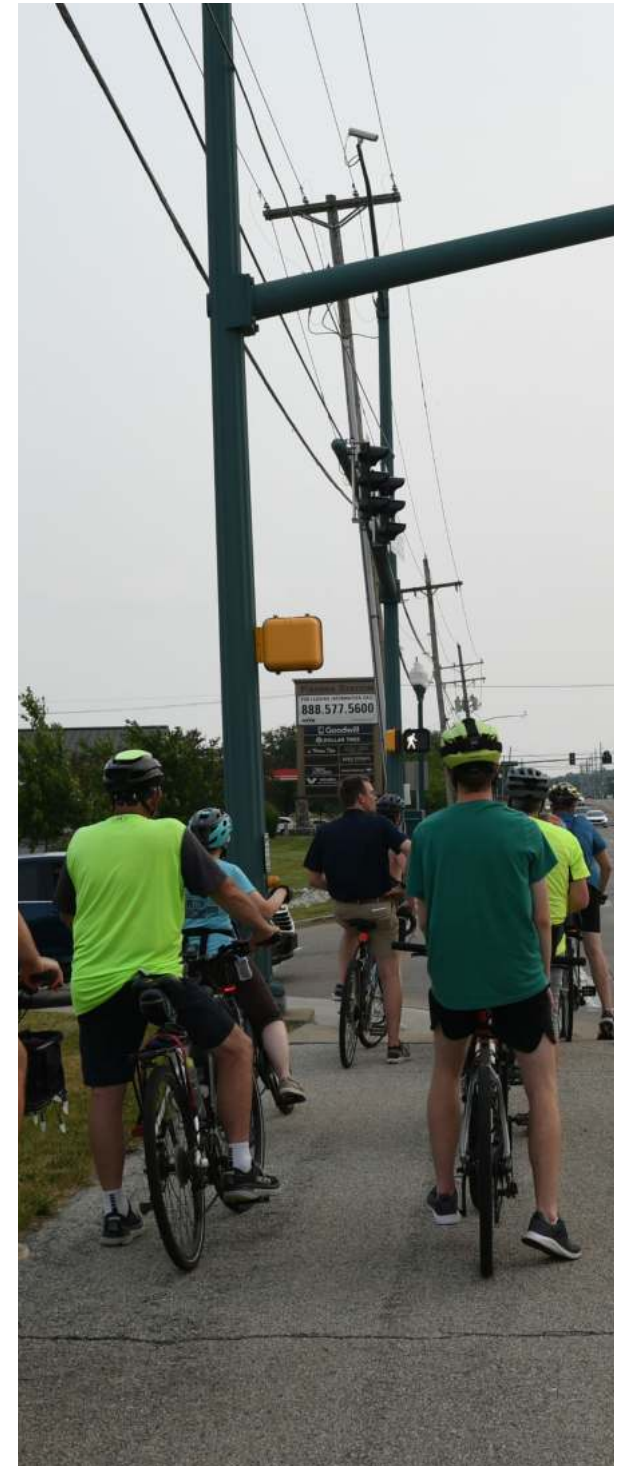
Population with a Disability



Legend

Municipal Boundaries	Local Streets	Less Than 5%	7-8%
Interstate	Water Bodies	5-6%	8 up to 10%
Major Streets	Parks	6-7%	

Areas shown on the above map with the darker blue color include 8-10% of the population who have a disability according to the U.S. Census Bureau. A large portion of the city is covered with the darker blue. Providing facilities that include measures to accommodate residents with disabilities is important in all areas of the city but especially in areas where residents with disabilities have been identified. Providing connected and continuous accessible routes from neighborhoods to parks and destinations is especially important for these areas.

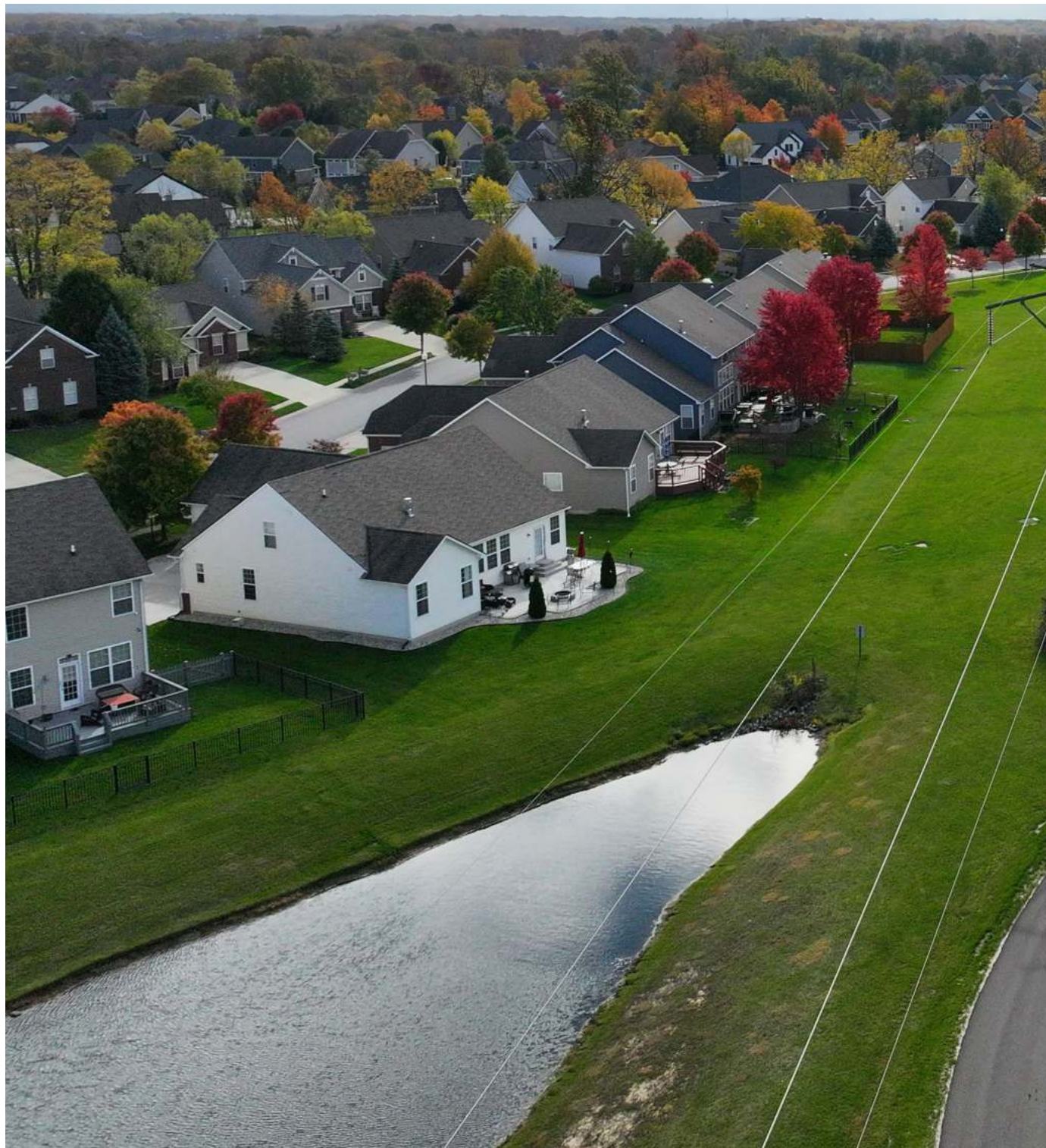


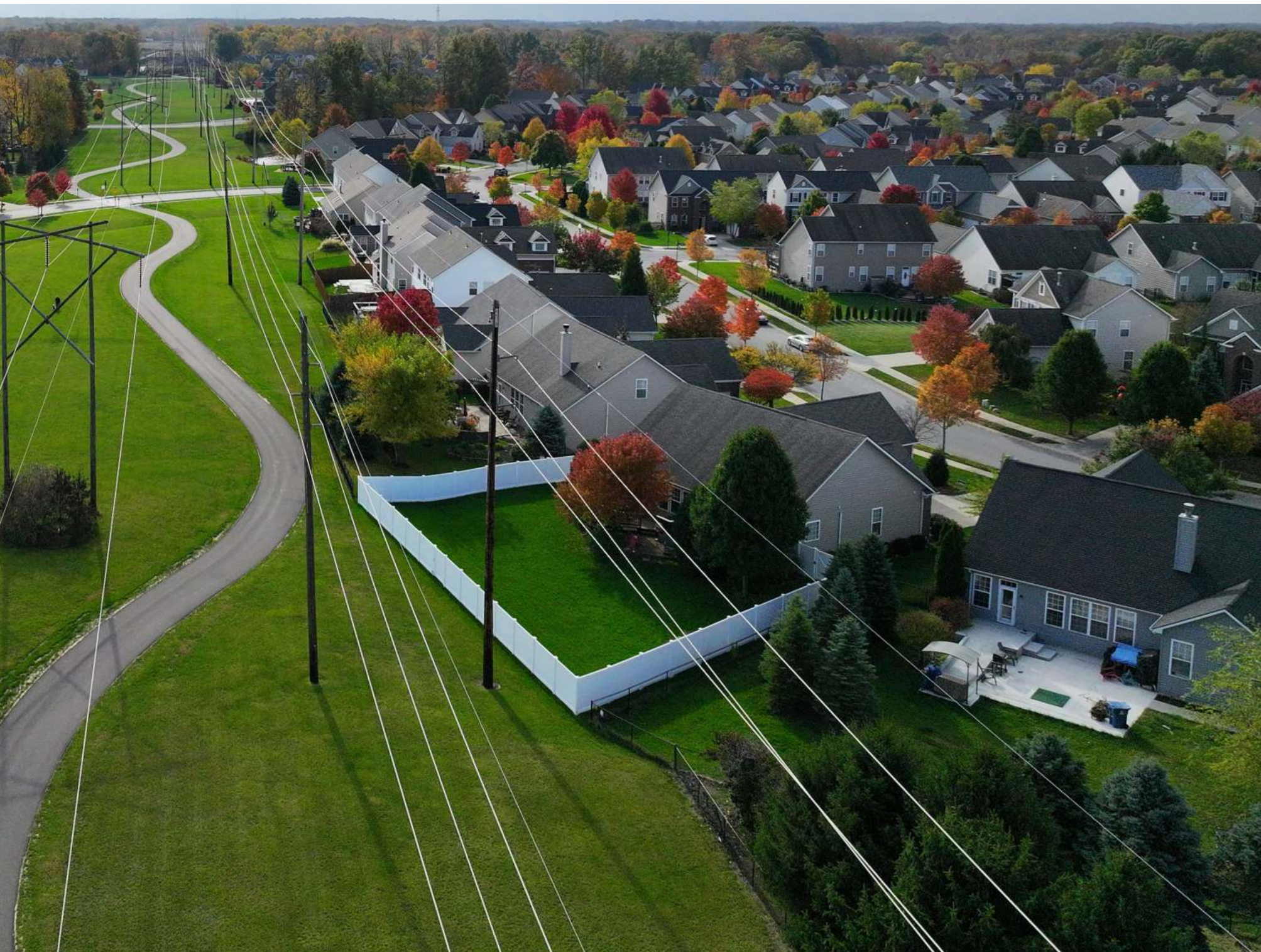
Existing Facilities

The Geist Greenway, shown in the adjacent picture, is one of the City's most recent trail projects and provides a major north/south connection for the City's eastern areas. The recent completion of the Nickel Plate Trail from 96th Street to 146th Street is another primary north/south corridor. With these corridors complete, the focus has been placed on completing primary east/west corridors.

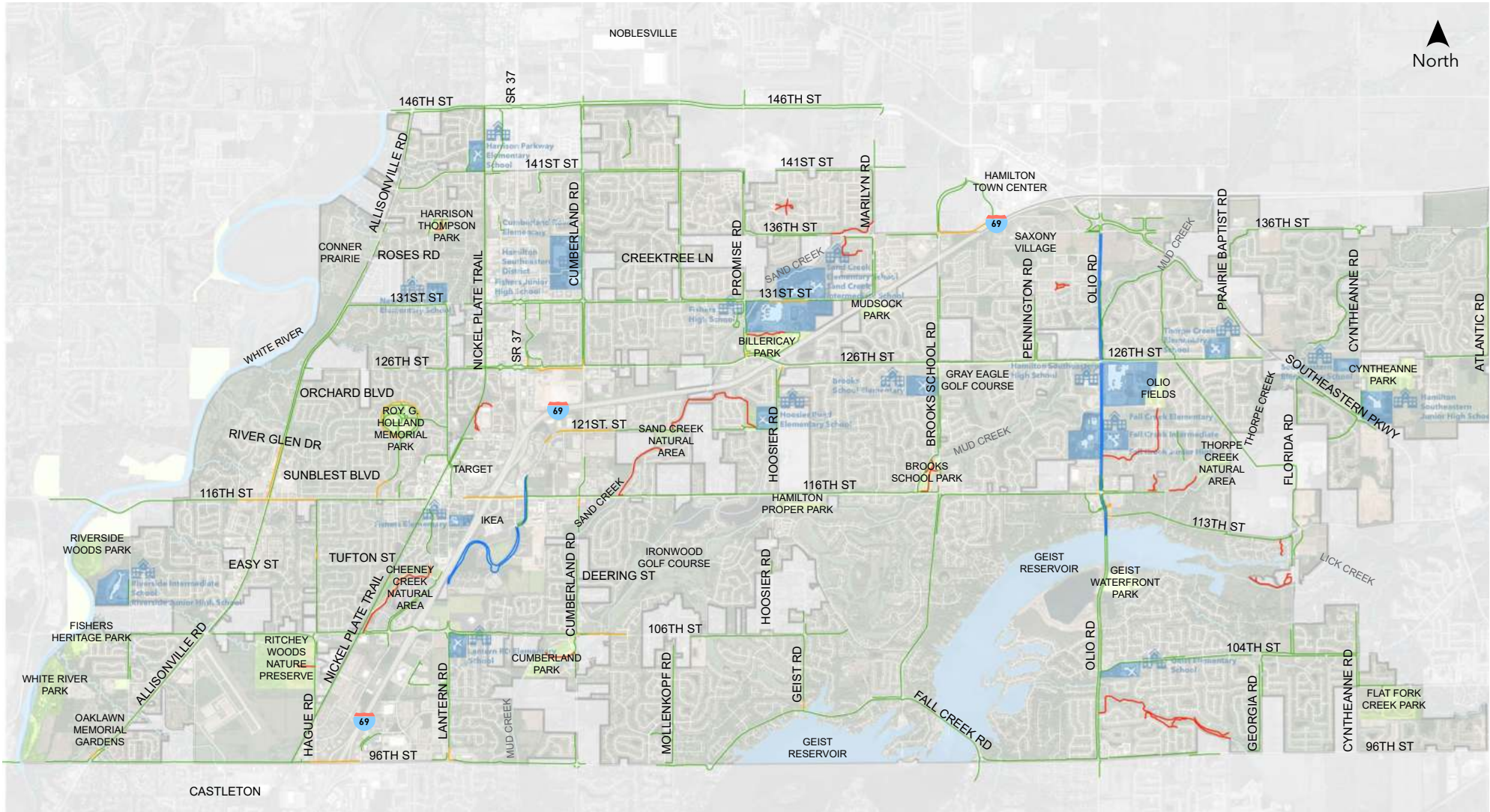
The following pages illustrate the progress that has been made by the city with bicycle and pedestrian facilities and the city's commitment to expanding the network. Existing bicycle and pedestrian facilities for the city include an extensive sidewalk network, bike lanes, shared-use paths, greenways, and trails through parks.

While the city has made great strides towards providing primary corridors for cyclists and pedestrians to reach destinations, one of the biggest challenges for the city remains the small gaps in these corridors. Existing trail gaps are often found along properties in unincorporated areas of the city. While these parcels are more challenging to approach for construction of trails, gaps have become one of the most important challenges for the city to solve to be able to provide a connected and complete network.





Existing Facilities



Legend

- SCHOOLS
- PARKS
- EXISTING SHARED USE PATH
- EXISTING BIKE LANE
- EXISTING TRAIL/PATH
- EXISTING SIDEWALK PATH

Existing bicycle and pedestrian facilities were mapped and evaluated as a part of the planning process. Existing facilities were assessed for location, type of facility, condition, safety, accessibility, connectivity, and infrastructure design related to current standards for each facility type. The majority of facilities for cyclists and pedestrians in Fishers are off-road facilities. These facilities typically accommodate a wide range of user types from cyclists who ride with cars to those who will only ride when separate from cars.

Off-road facilities include a combination of shared use paths adjacent to the roadway, shared-use paths with a buffer (lawn or vertical barrier), greenways, trails in parks, and sidewalks. The width of these facilities varies from 4' wide to 12' wide.

There are few on-road facilities in Fishers. The on-road facilities that are found are a mix of bike lane and shared lane roadways (bikes and cars share the lane). Shared lane roadways are comfortable for most riders when located on lightly traveled, and lower speed limit roadways. Bike lanes, like those found on Olio Road, tend to only accommodate a rider who is more comfortable with being in the road with vehicles.

The map on page 36 shows the number of facilities and the different types found in the city. While there are over 125 miles of shared-use paths and trails in the City of Fishers, the map shows that there are still areas of the city that lack facilities. Some of the areas, like those that are covered by local neighborhood roads, might not need a separate facility from the road. The overall network needs to be evaluated to ensure projects are leading to a complete network.

Greenways and trails in parks have a different character and attraction for cyclists and pedestrians, especially for recreational needs. The greenway network in Fishers is more developed than most communities but also has great potential to provide many miles through natural areas. With Sand Creek, Mud Creek, and Mill Creek corridors traversing through the city, these corridors can not only provide unique trail corridors but can also provide connections from neighborhoods to parks and other destinations.



Existing Bike Path Without Buffers - Allisonville Road

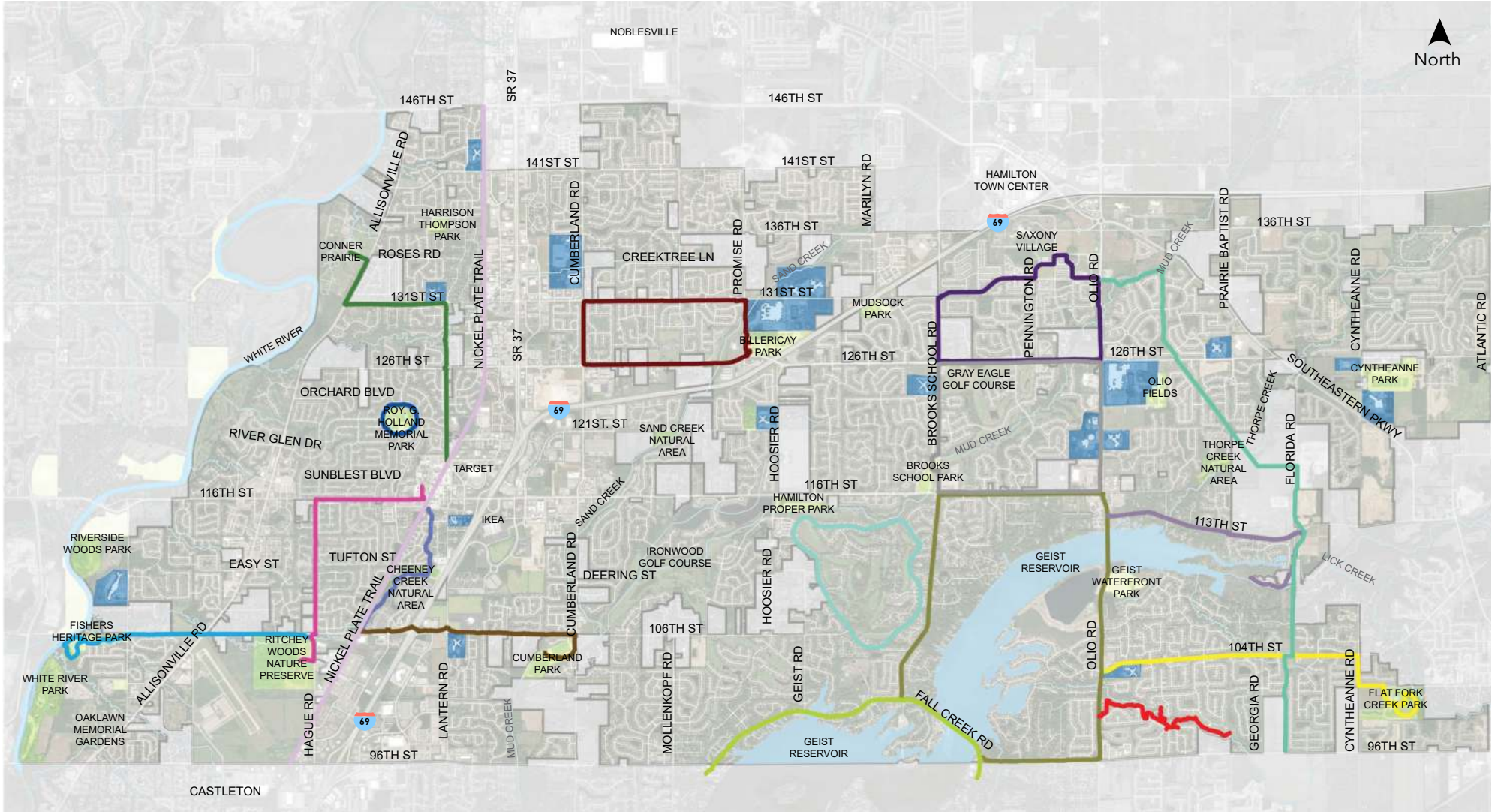


Existing Bike Path with Lawn Buffer Along Olio Road



Existing Protected Bike Path on Brooks School Road

Existing Named Trail Routes



Legend

- SCHOOLS
- PARKS

Trail Routes

- GEIST LOOP
- SAXONY LOOP
- BROOKS SCHOOL LOOP
- AGRIPARK LOOP
- GEIST GREENWAY
- CONNER TRAIL
- HOLLAND PARK LOOP
- CHEENEY CREEK TRAIL
- CUMBERLAND PARK LOOP
- CYNTHEANNE PARK LOOP
- HAMILTON PROPER LOOP
- FLAT FORK CREEK LOOP
- BEE CAMP CREEK TRAIL
- FALL CREEK TRAIL
- BILLERICAY LOOP
- NICKEL PLATE TRAIL
- RITCHIE WOODS LOOP
- HERITAGE PARK LOOP
- CUMBERLAND PARK LOOP
- CYNTHEANNE PARK LOOP



Cheaney Creek Trail



Holland Park



Saxony Loop

There are 18 existing scenic trail routes found in Fishers. Each of the trails has a unique character and connects with parks and destinations in the city. The trails range in length from 1 mile to 8.5 miles and total 53.3 miles. The routes were developed for residents and visitors to have designated loop trails to explore.

Named trail routes include the following:

- AgriPark Loop - 5-mile paved trail connecting with Fishers AgriPark and Geist Loop
- Bee Camp Creek Trail - Over 1-mile paved trail
- Billericay Loop - 3.5-mile shared-use path connecting Billericay Park and Fishers High School
- Brooks School Loop - 4.5-mile loop around Brooks School Park
- Cheaney Creek Trail - 2.75-mile trail connecting with Cheaney Creek Natural Area
- Conner Trail - 5-mile loop connecting Conner Prairie with the Nickel Plate Trail
- Cumberland Park Loop - 4.2-mile trail connecting Cumberland Park and Cheaney Creek
- Cyntheanne Park Loop - 1-mile paved trail around Cyntheanne Park
- Fall Creek Trail - 5-mile paved and rustic trail along Fall Creek from 96th Street to Geist Reservoir
- Flat Fork Creek Loop - 6-mile paved loop around Flat Fork Creek Park
- Nickel Plate Trail - 5.5-mile paved trail from 96th Street to 146th Street
- Geist Loop - 6.74-mile trail running parallel to Fall Creek Trail
- Hamilton Proper Loop - 3.5-mile loop surrounding Hawthorne Gold and County Club
- Heritage Park Loop - 4-mile loop connecting Heritage Park with Ritchey Woods Nature Preserve
- Holland Park Loop - 1-mile paved loop around Holland Park and connecting with the Conner Loop and Nickel Plate Trail
- Ritchey Woods Nature Preserve Loop - 5-mile paved loop from Fishers City Hall to Ritchey Woods Nature Preserve and the Heritage Park Loop
- Geist Greenway - 5-mile paved trail serving as a linear park from 96th Street to 131st Street
- Saxony Loop - 4-mile paved loop surrounding Saxony Loop

Nickel Plate Trail

The Nickel Plate Trail is a shared use trail following the former Nickel Plate Railroad corridor. The Trail extends beyond Fishers' city boundaries north into Noblesville and includes plans to extend the trail to the south in Indianapolis.

The Nickel Plate Trail in Fishers extends from 96th Street to 146th Street and provides a scenic trail for users to connect to different areas of the city. The trail has quickly become a well-used amenity for recreation and for commuting. The trail connects with the Nickel Plate District and many neighborhoods on the west side of the city. As more sections of the Nickel Plate Trail have been completed, residents have been demanding more connections to the trail to allow for better access.

One key feature of the Nickel Plate Trail is a plaza located just north of 116th Street. This plaza includes benches, adult swings, an amphitheater, and other community gathering areas. The plaza also includes trail frontage for businesses located along the trail.

As an old railroad corridor, the Nickel Plate Trail crosses several roads in Fishers. The city has implemented trail

crossings which include overhead signals activated via a push-button by trail users. The design intent is for the trail user to stop and look for a clearing in traffic to cross safely. The city is currently installing rapid flashing beacon signs on the sides of the intersections at vehicular eye level for drivers to see. In addition to signage, each crossing has a raised crosswalk to increase visibility of trail users. People in cars are still adjusting to the trail and frequent crossing of bikes and pedestrians.

As a key amenity for the community, additional connections to the Nickel Plate Trail will be an important design consideration of this plan's recommendations.



Nickel Plate Trail at 106th Street



Nickel Plate Trail

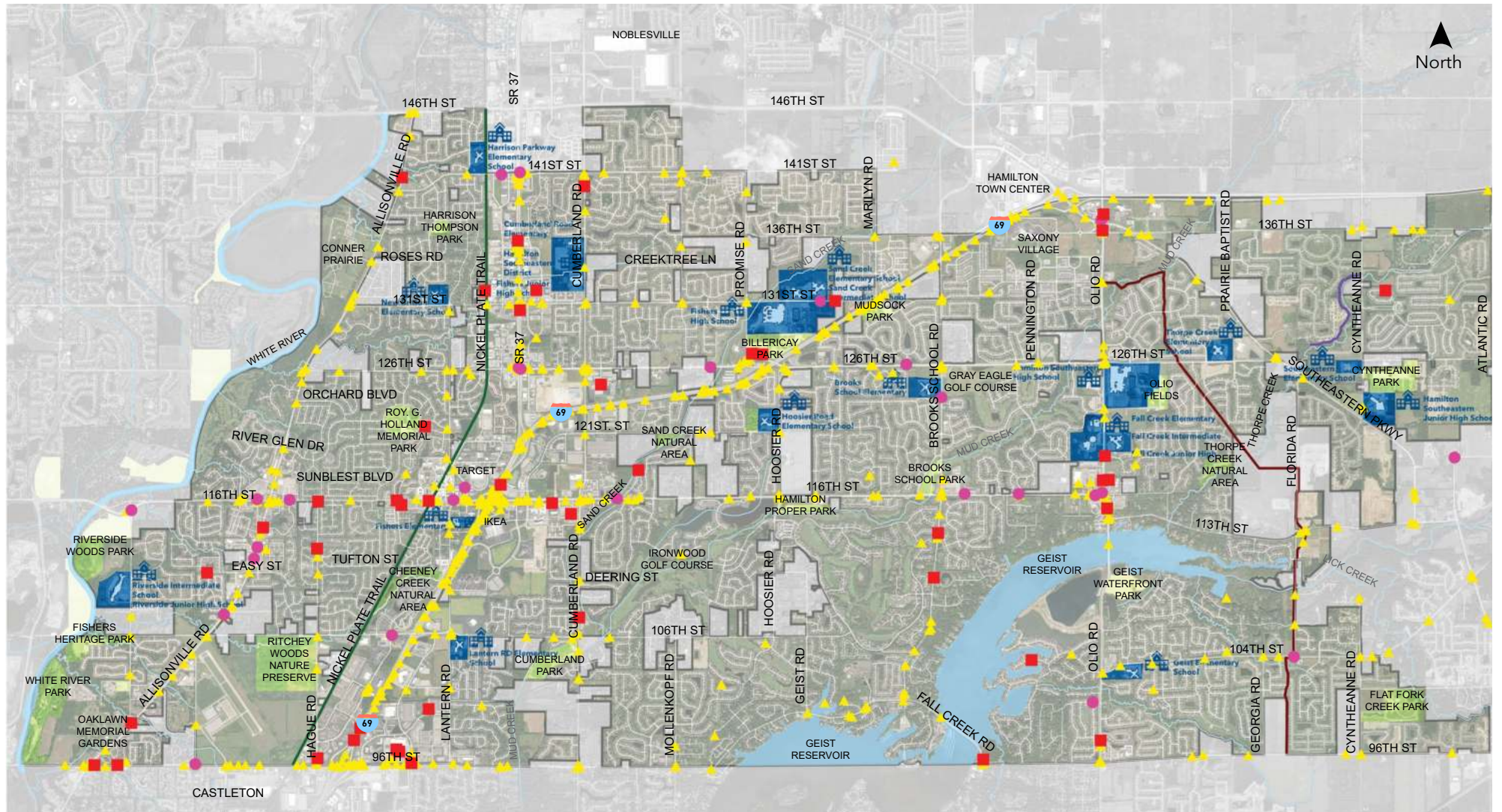


Nickel Plate Trail at 116th Street



Nickel Plate Trail Amphitheater at 116th Street

Crash Data



Legend

- SCHOOLS
- PARKS
- PEDESTRIANS CRASHES
- PEDAL CYCLIST CRASHES
- VEHICLE CRASHES

CRASH DATA

Vehicle Crash: 764

- Fatal - 21
- Incapacitated - 743

Pedal cyclist: 29

- Fatal - 2
- Incapacitated - 27

Pedestrian Crash: 45

- Fatal - 7
- Incapacitated - 38



Intersection at 116th St. and Allisonville Rd.

The Crash Data map on page 42 shows intersections or road locations with crash data according to a 2019 safety study done by the Indianapolis Metropolitan Planning Organization which includes crashes from 2015 to April of 2023. Most of the bicycle and pedestrian crashes are along the busiest roadways for vehicles. Many of these conflicts occurred along 116th Street, 96th Street, and Olio Road.

One of the fatal bicycle accidents and a couple of the fatal pedestrian

accidents occurred on State Road 37 but all three were prior to the overpass improvements along State Road 37.

Many of the intersections listed along 96th Street were also identified by the public as dangerous intersections. Other intersections identified by the public as being unsafe for cyclists and pedestrians include:

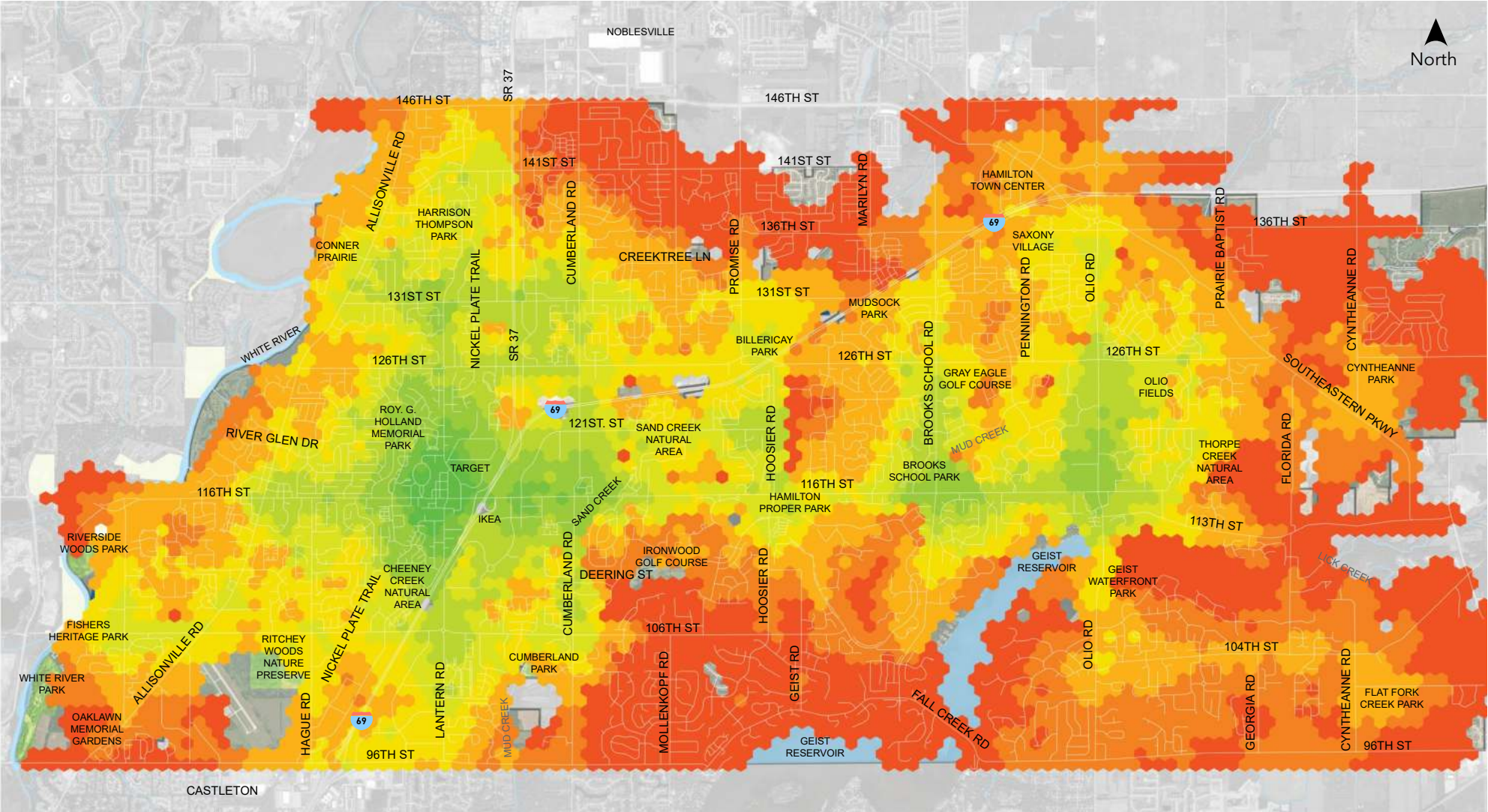
- 116th Street at I-69
- 106th Street at Nickel Plate Trail
- Nickel Plate Trail crossing at 146th

Street

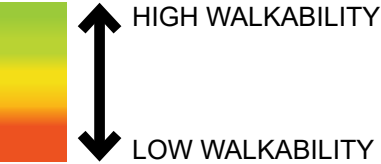
- 116th Street and Allisonville Road
- Hague Road at 116th Street

Heavily trafficked roads such as Allisonville Road, 96th Street, and 116th Street can be intimidating for cyclists and pedestrians and often act as barriers to these users. In addition to filling the gaps in existing trails, intersections will need to be evaluated and potentially upgraded to remove these barriers and increase the safety of users.

Walkability Heat Map



Legend





Sidewalk North of the Fishers District Shopping Area at 116th Street and Ikea Way

The Walkability Heat Map on page 44 was developed to identify areas of Fishers which are walkable. The analysis considered amenities and key destinations including schools, parks, retail areas, medical offices, and event centers. A five-minute walk, or 1-mile radius, utilizing existing paths, trails and sidewalks was mapped from these existing destinations. The more amenities that were available within an area and the more connections being provided by trails and sidewalks resulted in a higher ranking for walkability.

The areas shown in green on the map are considered the most walkable. Areas in orange and red are considered less walkable. This analysis shows where walkability could be improved with the addition of more trail and sidewalk connections.

Areas like the Nickel Plate District and Fishers District are very walkable and include many of the destinations that people are looking for in a compact area. These areas are also connected by the Nickel Plate Trail and an extensive

path and trail network along roadways. The Walkability Heat Map also illustrates the importance of 116th Street as an east/west corridor which connects a large number of residents in the city along a thoroughfare that is already very walkable in most areas.

User Types - Pedestrians

The user typology of “Pedestrians” includes anyone traveling on foot and/or with the assistance of mobility devices (i.e. guide dogs, wheelchairs, guide canes, etc.) to get between places. Although pedestrian facilities are not designed for a specific user group it is important to understand the characteristics of each group to ensure that facilities meet the needs of each.

General Needs

When facilities are constructed and/or renovated, design standards should be used to meet the needs of the ‘average’ population. Accessibility standards including Americans Disabilities Act (ADA) Standards and Architectural Barriers Act (ABA) Standards are required for projects in the public right-of-way.

Within the network there may be areas where increased accessibility along certain corridors is needed. For instance, longer crossing times are required for pedestrians that move at slower speeds, such as older adults and children. Having signals with longer crossing times at intersections close to school crossings can provide additional accommodation for younger pedestrians.



Younger Pedestrians

Young pedestrians often rely on safe walking routes to school, transit stops, and recreation facilities. Very young pedestrians get distracted easily and may dart out into traffic.



People with Disabilities

People with disabilities require level, clearly defined easy access with carefully designed facilities. These facilities need to eliminate barriers and address mobility needs based on the disability.



Older Adults

Access to transit and safe routes to destinations become more important as populations age. Research shows that people over 65 walk more than any other age group.



Others

Pedestrian users include walkers, runners, roller bladers, people with strollers and people walking their dogs, to name a few. This user group includes people traveling at various speeds.

User Types - Bicyclists

The user typology of “Bicyclists” includes anyone traveling using a bicycle to get between places. Not all users are going to feel comfortable riding on the same facility. It is important to understand the characteristics of each bicyclist typology to know which type of facility is needed to best accommodate them. Identifying where most residents fall within the different typologies can also be helpful in determining priorities for new project development. If most trail users fall within the “interested but concerned” categories, facilities which meet their needs may be considered more of a priority.

General Needs

On the right are the four bicyclist typologies ranging from different levels of skill and comfort level on varying facilities. Most users are comfortable on facilities that are separated from vehicular traffic such as shared-use paths, greenways, cycle tracks, and separated bike lanes.

The different user types can be applied to existing facilities to identify where gaps occur in the network for each user type. The strong and fearless rider will be comfortable riding anywhere. But the interested but concerned riders won't travel on corridors without facilities that they feel comfortable traveling on.



Children & Families

Most comfortable with separate spaces for bicycles, pedestrians, and cars but will ride/walk on shared-use path, greenway, cycle track and as a cyclist on separated bike lane and low traffic conditions.



Typical Adult

Comfortable in the above conditions but as a cyclist can also enjoy buffered bike lanes and moderate volume streets. Pedestrians can tolerate sidewalks and trails directly adjacent to the roadway.



Confident Adult

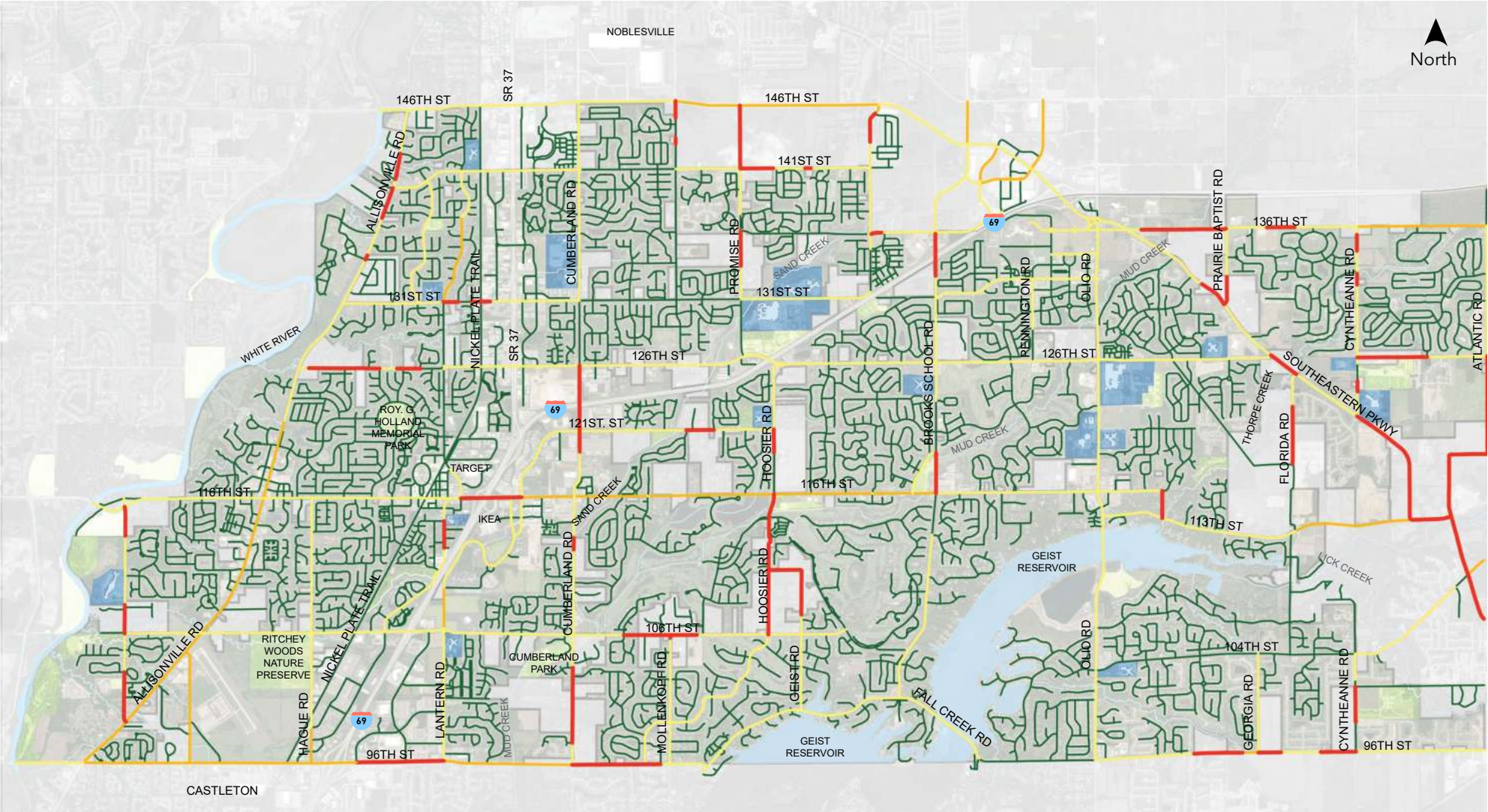
Comfortable in the above conditions but as a cyclist can also enjoy bike lanes and high-volume streets and as a pedestrian can tolerate walking on the road, facing traffic for short periods of time.



Fearless Adult

Comfortable in all previous conditions but as a cyclist can also enjoy high volume streets and riding with traffic and as a pedestrian can tolerate walking on the road, facing traffic, on low/moderate volume streets.

Existing Facility Comfort Level Analysis



Legend





- COMFORT LEVEL 1
- COMFORT LEVEL 2
- COMFORT LEVEL 3
- COMFORT LEVEL 4

Existing Facility Comfort Level Analysis

The comfort level of existing trails and pathways is another useful tool to evaluate the existing trail network and is directly tied to cyclist and pedestrian typologies. This analysis tool evaluates existing facilities for their anticipated comfort level depending on the skill and confidence level of the users. Criteria utilized in this analysis includes:

- Road Width
- Road Speed Limit
- Facility Location
- Facility Operating Width
- Buffer Width
- Buffer Type
- Grade of Path

The Existing Trail/Path User Comfort Level Map on page 48 illustrates the comfort level associated with each facility. The green corridors correspond with the “interested but concerned” typology, the yellow corridors correspond with the second “interested but concerned” typology who are slightly more confident than the first group, the orange corridors correspond with the “enthused and confident” typology, and the red corridors represent the “strong and fearless” typology. It should also be noted that gaps in the existing facility network are shown with a red line. These areas usually require cyclists to move to the

				
	COMFORT LEVEL 1	COMFORT LEVEL 2	COMFORT LEVEL 3	COMFORT LEVEL 4
Corridor Points	7 to 13	14 to 19	20-24	25-28

FISHERS USER COMFORT LEVEL CRITERIA				
Criteria	1 Point	2 Points	3 Points	4 Points
Road width	24' or less	24'-34'	35'-48'	49' or more
Speed Limit	25 mph or less	25-30 mph	35-40 mph	45 mph or more
Bicycle Facility Location	SUP on both sides	SUP one side, Sidewalk one side	SUP on one side, bike lane both sides, sidewalk both sides	Sidewalk one side, no facility
Bicycle Facility Operating Width	10' or more	8-9'	6-7'	5' or less
Buffer Width	10' or more	5'-10'	4' or less	no buffer
Buffer Type	Trees or landscaping	Railing/fence/guardrail	Lawn	no buffer
Travel Grade of Facility	1-2%	2-5%	5-8%	8% or greater

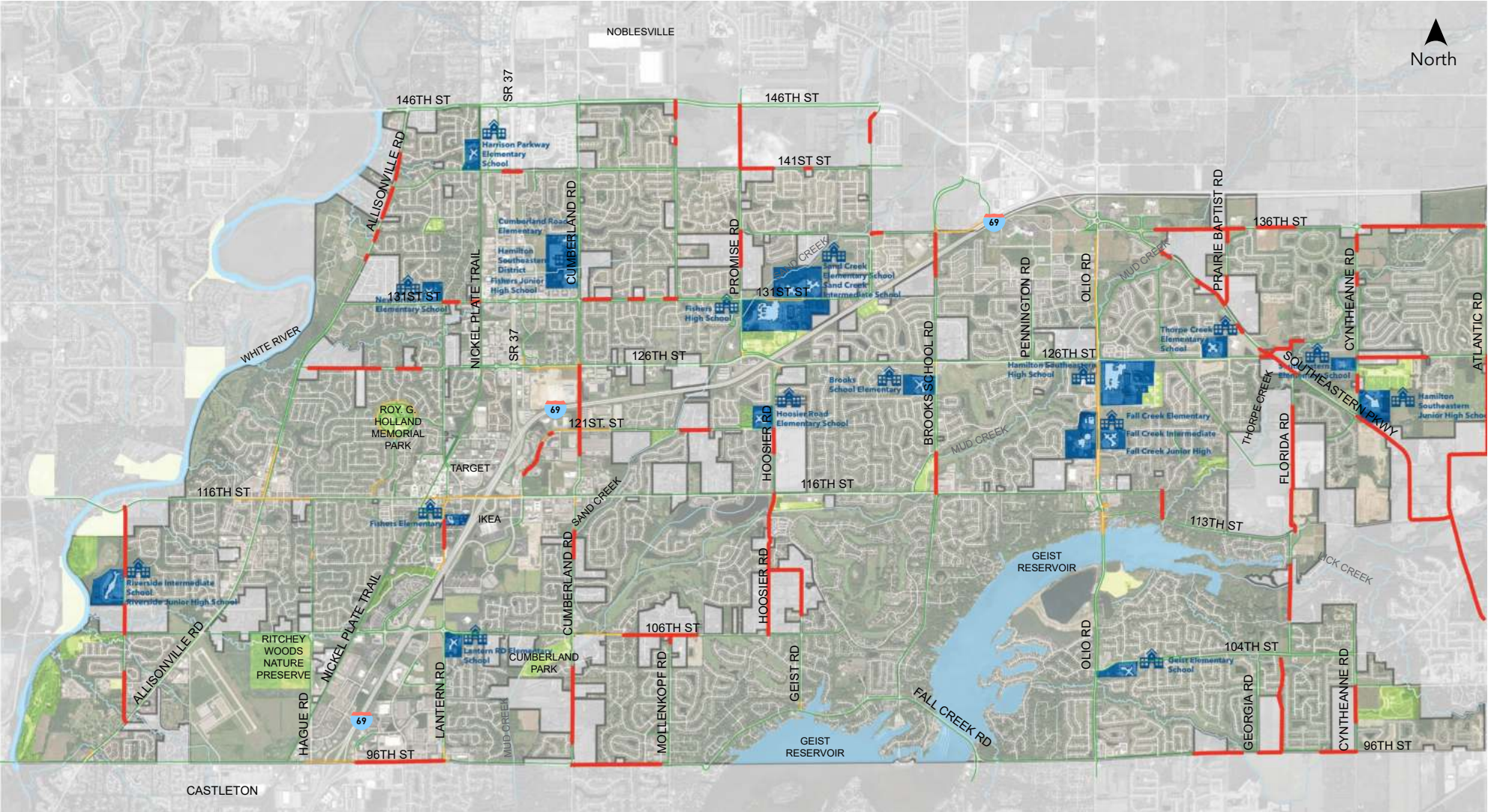
Criteria Chart for User Comfort Level Analysis

adjacent roadway to cover the gap. Most of these conditions are only comfortable for the “strong and fearless” users.

The more comfortable a user feels, the more likely they will be to walk or bike to their destination instead of using a vehicle. The highest priority for this plan

is to create a connected and complete network of low stress facilities that meet the needs of the least confident user. Identifying gaps in the network for the “interested but concerned” and then filling those gaps will create this connected network.

Gap Analysis



Legend

- EXISTING TRAIL/PATH
- EXISTING SIDEWALK
- GAP IN NETWORK

Network Gap Analysis

The red lines on the map on page 50 indicate the gaps in the existing network of bicycle and pedestrian facilities. These are areas where existing facilities do not connect and include small gaps and larger gaps between trail or sidewalk ends. Gaps, or missing links, are one of the biggest challenges for the City of Fishers to be able to create a network of low-stress facilities.

Most gaps are in unincorporated areas of the city where the city doesn't have right-of-way or regulations to require a path or sidewalk to be built. The highest percentage of gaps are located on the east end of the city but, gaps are spread throughout the city.

Even small gaps in existing trails and pathways can contribute to people's decision to ride their bikes, or walk, to destinations. Because of these gaps, residents don't have confidence that they will be able to reach their destinations by bike or on foot without significant detours, or without having to navigate on a busy road or through a private property. Creating a strategy to prioritize and address gaps in the network will be vital to the success of the Trails and Greenways Report.



Gap in Trail

Equitable Network

Creating an equitable trails and greenways network involves designing infrastructure, policies, and programs that ensure fair access and safety for all using those facilities. Sidewalks, paths, trails, and crosswalks should all comply with accessibility standards and should accommodate mobility devices. This includes prioritizing safety and implementing measures such as well-marked crosswalks, proper lighting, and traffic calming measures.

Developing an equitable network includes design of facilities to meet the needs of different demographic groups including children, elderly, and people with disabilities.

This also means equitable distribution of facilities across the city. Analysis of the City of Fishers has identified areas of the city with a higher occurrence of residents living in poverty.

Recommendations from this planning process will ensure that these areas have equitable access to trails and pathways and will prioritize corridors that allow these areas of the city to be connected by alternative modes of travel.

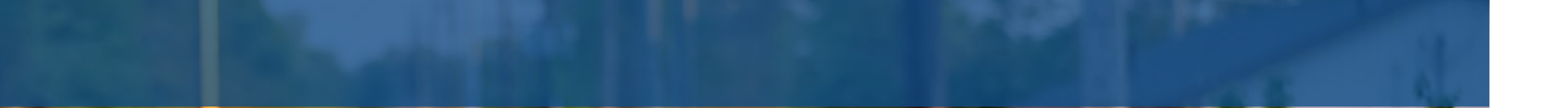
Additional efforts to create an equitable network can include making cycling and walking more affordable by providing low-cost options for bicycle rentals and ensuring that pedestrian infrastructure is well-maintained and easily accessible.

The City of Fishers has been deliberate with roadway design and typically includes complete street policies that consider the needs of all users, including pedestrians and cyclists. This commonly includes shared-use paths, wide sidewalks, and improved crosswalks. The city is also diligent about including bicycle and pedestrian facilities in new developments and neighborhoods.

Creating an equitable bicycle and pedestrian network requires an approach that considers the needs of all users, regardless of their age, ability, or socioeconomic status. By

incorporating strategies that meet these needs, Fishers will have a transportation network that is accessible, safe, and inclusive for everyone.





Analysis Summary

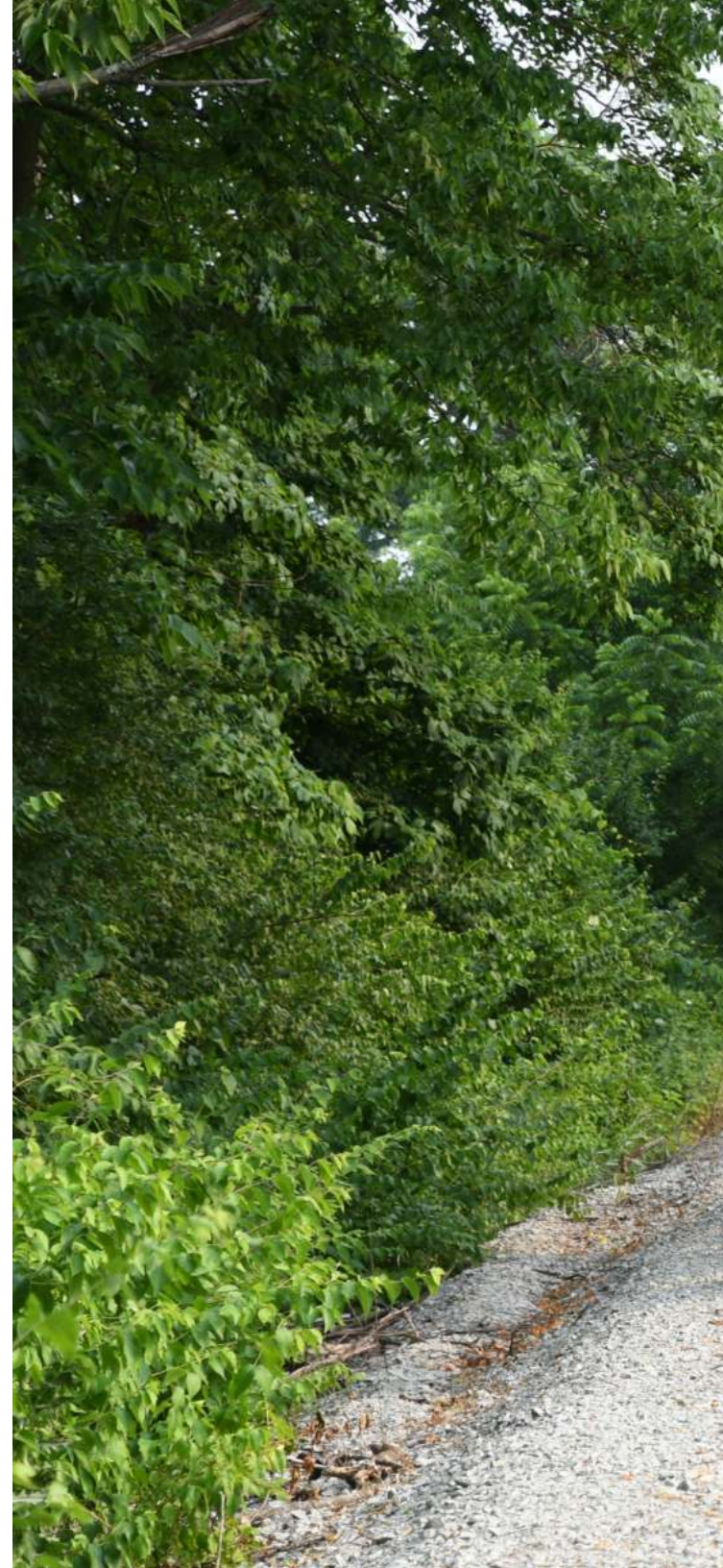
The City of Fishers is known for being walkable and bikeable, with this characteristic often cited as one of the main reasons that people move to the city and why existing residents stay in Fishers. Residents applaud the new trails and greenways that are added to the city on a yearly basis but are still hungry for more connections and amenities. Residents anticipate a time when they can travel virtually anywhere across the city using safe, comfortable, and convenient trails, pathways, and greenways.

Analysis of the existing conditions identified several key challenges and opportunities the city needs to address to expand its network of trails and greenways. Key challenges include:

- Completing gaps along existing trails and pathways which are often in unincorporated areas of the city or with projects that may require higher construction costs.
- Providing safe and comfortable facilities to cross barriers such as I-69, S.R. 37, and Allisonville Road.
- Improving intersection crossing safety and comfort, especially when crossing the above barriers.

Opportunities for the city to expand the trails and greenways network include:

- 116th Street provides important east/west connections for the city. This connection can be strengthened by creating safer and more comfortable crossings or by expanding existing facilities along the corridor.
- 126th Street acts as an east/west corridor and has facilities along most of its length. This corridor can be improved by completing the gaps in pathways and creating more comfortable facilities by enhancing these facilities with additional buffers.
- The Thorpe Creek Greenway has significant sections of the greenway completed. Adding more sections of this greenway will create a natural amenity along this corridor.
- Many of the facilities in Fishers meet the needs of the “interested but concerned” cyclists who have been identified as the most common in Fishers. Providing a connected network of these types of facilities will encourage more use of these users and may encourage new users to explore biking or walking.







Chapter 4 - What We Heard



Introduction

The public input process for the Trails and Greenways Report was not just an opportunity for the project team to gather information but was a collaborative endeavor that encouraged active engagement and dialogue. The community's input serves as the foundation for creating a plan that promotes active transportation, prioritizes safety, and encourages more use of trails and greenways.

Throughout the planning process, the community was asked to share their thoughts at community workshops, participate in online surveys, attend focus group meetings, and join the conversation on the project website through interactive maps and exercises. Gathering the community's input was crucial in identifying key priorities, addressing challenges, and envisioning a future where biking and walking are not just modes of recreation but are integral components of a livable and sustainable community.

The different engagement opportunities were communicated through a variety of outreach strategies including email blasts, yard signs, distribution of postcards at community events, and signs posted throughout parks and along trails.

The main goal of public engagement is to gather input from the community to better understand perceptions of bicycle and pedestrian facilities in Fishers. Community members can highlight locations with potential hazards, suggest improvements, and share their experiences, contributing to a plan that prioritizes safety and accessibility.

Community engagement also provides the city with the opportunity to share their vision and goals for the community. For Fishers, this includes the promotion of active and healthy lifestyles. By understanding the preferences and needs of residents, the city can implement infrastructure improvements that encourage physical activity and improve overall well-being.

Involving the public in the planning process empowers community members to actively participate in decisions that affect their daily lives. It fosters a sense of civic engagement and strengthens public support for the recommended improvements.

A summary for each engagement method and the results are provided in the following chapter. Full survey results and meeting notes can be seen in the appendix.



Farmers Market Public Engagement



Community Survey

The Community Survey was developed to reach a broader audience and to supplement other engagement strategies. Surveys can reach many people, including those who might not otherwise participate in traditional forms of feedback such as community meetings or focus groups.

The first Community Survey was developed to gather input from the public on existing conditions of trails and greenways in the city. The survey was developed with the steering committee and city staff and was kept brief to encourage more responses. The survey was available online, through the project website, and in hard copy at City Hall and public meetings.

The community survey focused on why people are using trails and pathways and to better understand people's destinations when they are using the trails. The following insights were heard from respondents:

- Over 90% of respondents live or work in Fishers and 76% live within walking distance of a trail.
- People are most commonly traveling to parks and recreation, shopping areas, and community events. See question 5 chart on

page 62. Restaurants were a common write-in answer for the "other" category.

- Exercise, recreation/connecting with nature, and travel were the top choices for reasons to use trails. 97% of respondents selected exercise and health as their first reason for using trails.
- Over 34% of respondents said that there is nothing preventing them from using trails as much as they like. The main challenge for people who would like to use the trails more includes not having pathways or trails located close to their home or to the places they need to go. Many people

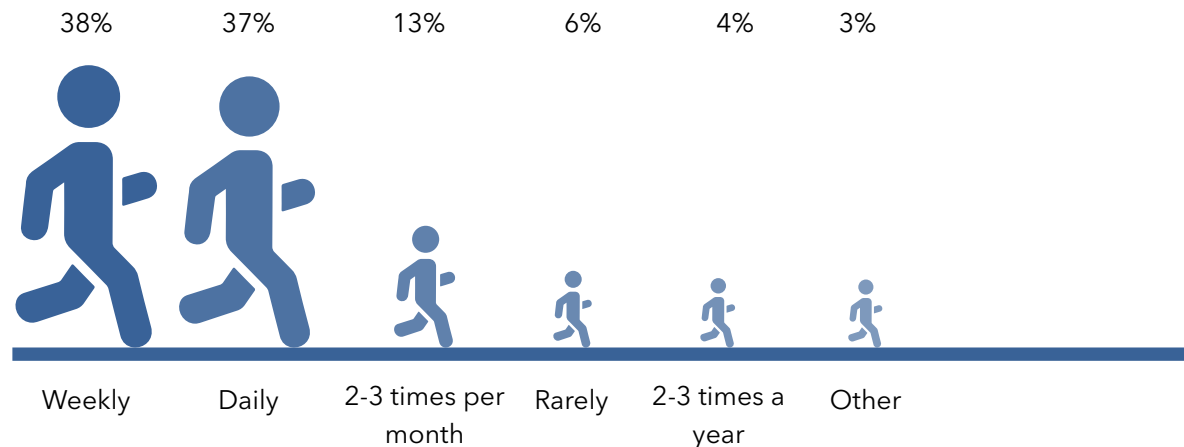
Participation

- 1,661 Responses
- 74% Completion Rate
- 90% Live in Fishers

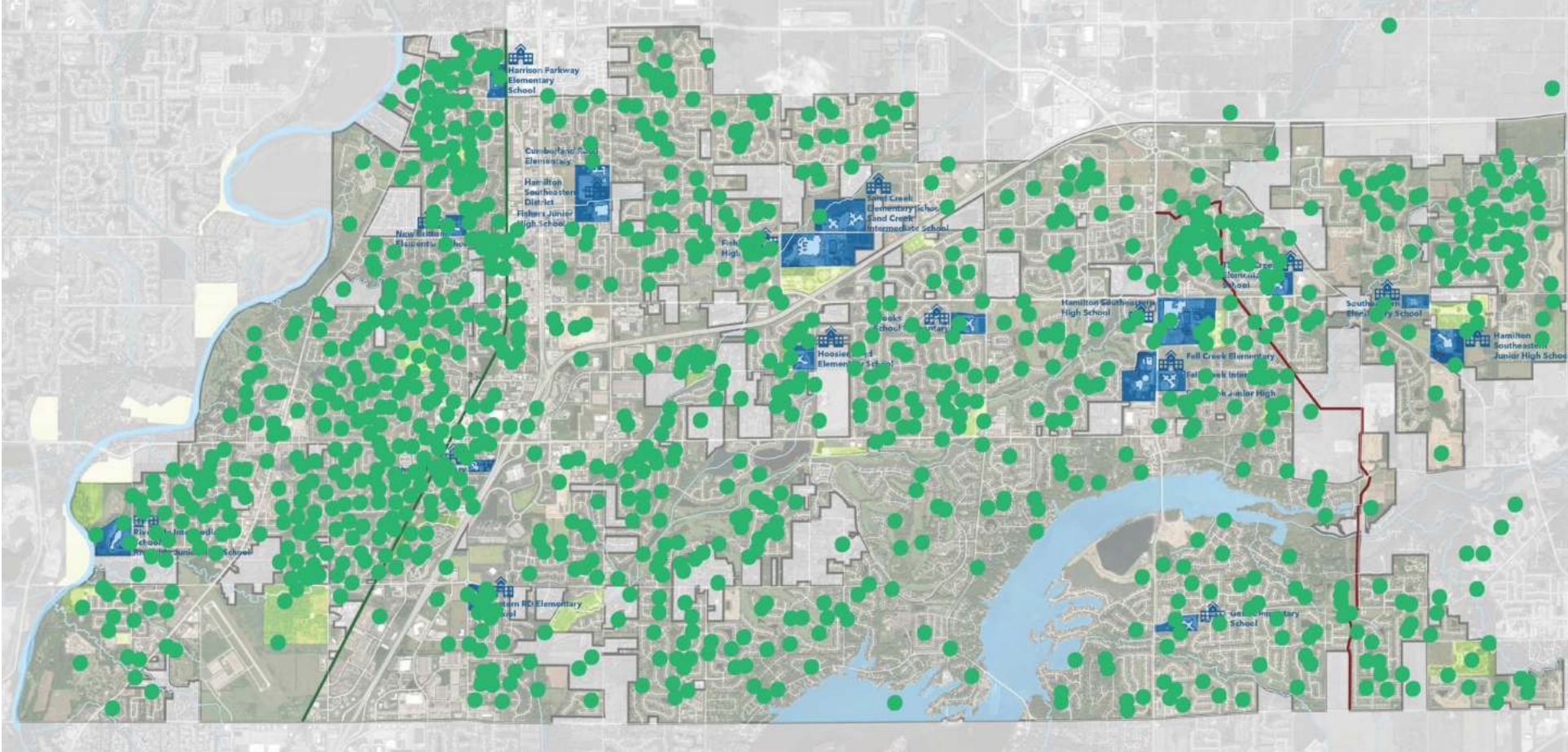
also identified the path location as a challenge especially when located directly adjacent to busy roadways.

- 444 respondents wrote-in responses for reasons they don't use trails as much as they would like. The most common comments were desires to have trail gaps filled in, followed by comments about unsafe crossings including roundabouts.

How often do you use Fishers sidewalks and trails?



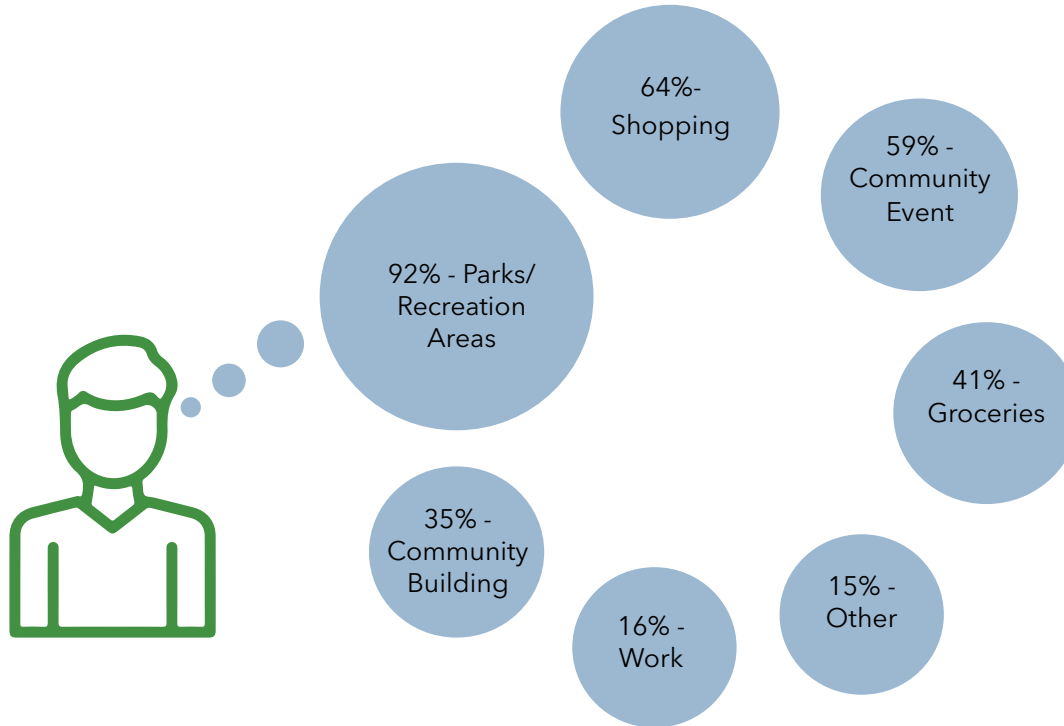
Q2 Where in Fishers do you live?



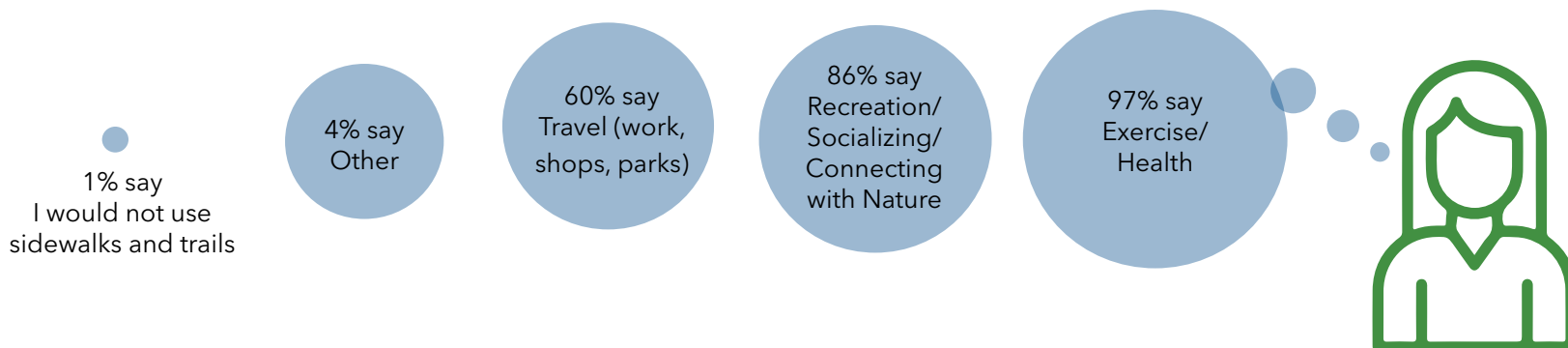
Community Survey - Where Respondents Live and Work

Community Survey *continued*

Which of the following destinations do you have an interest in walking or biking to?



Select all the reasons why YOU would use sidewalks and trails?



Project Website

The official City of Fishers website hosted the project website which was used to provide residents with project updates as well as gather input. The website was located at www.Fishers.in.us/trails.

Virtual meetings were held in concert with more traditional in-person open house meetings. Both the traditional and virtual meetings had similar exercises to gather input from the public and engage in conversations about trails, biking, and walking in Fishers.

Interactive elements on the website included an idea wall for users to leave their ideas and opinions as well as an interactive map that allowed users to leave comments for specific roadways or corridors in the city of Fishers.

A summary of the digital input is included in the following pages along with the other engagement events.

Participation

- 634 Site Visits
- 268 Unique Users
- 171 Comments



Farmers Market

The consultant team attended the Fishers Farmers Market to gain firsthand insight into biking and walking in the city. The Fishers Farmers Market typically sees 1,000 - 2,500 people on any given Saturday morning, allowing the consultant team access to a large number of people. The Fishers Parks and Recreation Department provided a booth for interactive exercises to gather input from the public on current perceptions and ideas for trails and pathways.

Information shared at the Farmers Market included dates for public engagement opportunities, the website address for the project website, and direct access to the community survey through a QR code.

The following insights were gathered at the Fishers Farmers Market.

- People would like to see gaps in existing trails completed. This was often noted as one of the most frustrating things about riding a bicycle in the city.
- People would like to see more connections to the Nickel Plate Trail to be able to use this trail as one of their primary corridors.
- People are often riding for recreation and would like to have more connections to parks and recreational areas.
- Many dangerous intersections were noted and included:
 - 116th Street at multiple intersections
 - 116th Street over I-69
 - Intersections along Allisonville Road
 - S.R. 37 Intersections/ Roundabouts
- People prefer bike and pedestrian facilities that are separated from cars including:
 - Buffered Bike Lane
 - Trail/path Buffered from Road
 - Urban Trail - Separate space for cars, bikes, and pedestrians

Participation

- May 20, 2023
- 8:00 am - 12:00 pm
- 30-40 Visitors



Farmers Market Public Engagement



Focus Group & Steering Committee Meetings

Focus Group Meetings

Focus group meetings were held over the course of one day on June 14, 2023, in 1-hour intervals and were intended as small group discussions. Meetings went from 10:00 a.m. to 3:30 p.m. Meeting times included in-person or virtual options. Questions were sent to focus group invitees ahead of the meetings to encourage discussion, but the conversations were kept informal. A variety of community members were invited to participate. In total, 15 attended the 6 focus group meetings and included a variety of residents, business owners, and city staff.

The conversations were varied but key overarching themes appeared throughout each of the meetings. These included:

- Connecting key gaps in the existing trail network was the top comment from all focus group meetings.
- Many people would like to see large neighborhoods connected with Nickel Plate District and Fishers District and other key destinations.

- Some suggested a path on 131st Street from Lantern Road to Nickel Plate Trail.
- Many people are driving to parking locations to ride their bikes or walk.
- There was a consensus that more people will ride if there is an assured complete route.
- Facilities for serious riders/commuters as well as families with children are desired.
- Most people prefer separation of facilities when possible and mentioned riding bikes with young children.
- The existing crossing over I-69 connecting the Fishers District with the Nickel Plate District needs improvement to be an effective connection. The existing sidewalk feels narrow and not safe directly adjacent to cars.
- Intersections, busy roads, and sight lines are a large problem.
- People are generally uncomfortable crossing roundabouts either on foot or bike.

Participation

- 6 meetings
- 15 attendees
- small group discussions

Steering Committee

The Steering Committee played a crucial role in providing oversight and strategic guidance for the Greenways and Trails Report. The Steering Committee included a diverse group of city employees including staff from planning, engineering, public works, healthcare, and parks and recreation.

In addition to input for the report, the Steering Committee was tasked with letting family and neighbors know about the project and asking for their input.

Meetings were held at Fishers Pavilion Conference Room at various times during the day with a virtual connection available for those not able to attend in person. Meeting dates included:

- Meeting #1 - March 23, 2023
- Meeting #2 - April 26, 2023
- Meeting #3 - June 6, 2023
- Meeting #4 - July 21, 2023
- Meeting #5 - September 7, 2023
- Meeting #6 - November 7, 2023

The Steering Committee will continue to serve the project after the report is completed by advocating for recommendations that were a result of this planning process.



Open House #1

Open House #1 and Community Bike Ride/Walk

The Community Open House and Bike Ride/Walk was hosted by the City of Fishers at Spark Fishers on June 15, 2023. The open house meeting was open from 4:00 p.m. to 6:00 p.m. with the community bike ride and walk starting at 6:15 p.m. The open house included several interactive exercises for the project team and city staff to engage with residents. A presentation was given to introduce the project and to let residents know about the many opportunities for them to provide feedback during the process.

After the open house, a community bike ride and community walk were led by the consultant team. The bike ride followed an 8-mile loop through different neighborhoods, business districts, and ending along the Nickel Plate Trail. The community walk followed the Nickel Plate Trail to 126th Street and over to the roundabouts over S.R. 37. Both groups stopped at various locations to talk about the existing conditions and people's experiences traveling around the city.

Common themes from the input at the Community Open House included:

- Fill in the gaps along existing trails. People most frustrated by "dead end" pathways.
- Pedestrians and cyclists are intimidated by traffic in roundabouts.
- Connect the gap between existing trail along 131st Street and Nickel Plate Trail.
- People love the trails but are most intimidated by crossing busy roads and roundabouts.
- The top choices for where to direct funds include:
 - Fill in the gaps in existing trails.
 - Create greenways along natural corridors.
 - Create buffers between existing trails and roads.
 - Complete Nickel Plate Trail to city limits.
 - Improve the crossing over I-69.

Participation

- June 15, 2023
- Location: Spark Fishers
- 20-30 attendees

A summary of input from the community bike ride and walk included:

- Pedestrians and cyclists are intimidated by traffic in roundabouts.
- Consider lowering flashing beacons at Nickel Plate Trail and roadway crossings.
- Most prefer paths that are separated from the roadway.
- Locate crossing push button farther away from the street. Too close for cyclists to use.
- Would like to see wider refuge islands at roundabouts for when people are not able to cross both directions of travel at once.
- Need crossing over I-69 closer to Nickel Plate District and Fishers District.



Virtual Input #1

Existing Conditions and Wishes

The first virtual meeting mirrored the first open house and included exercises focused on gathering the community's perceptions of walking and biking in Fishers today. The virtual meeting included an interactive map and an idea wall along with links to the community survey and a contact page with contact information for the project team.

The interactive map included a Google map on which residents could zoom in and out of the city map. Users were asked to drop a pin on the map and add comments. Topics included barriers to biking and walking, destinations, general comments, and biking routes and/or walking routes. The interactive map allowed visitors to add general comments or very specific comments for locations. Other users can then react to the pins or comments with their own comment or a positive thumbs up or negative thumbs down.

The idea wall was an interactive exercise where users could add posts and pictures for ideas or issues that they saw within the city. Other users could then react to the posts with a positive thumbs up or a negative thumbs down.

Participation

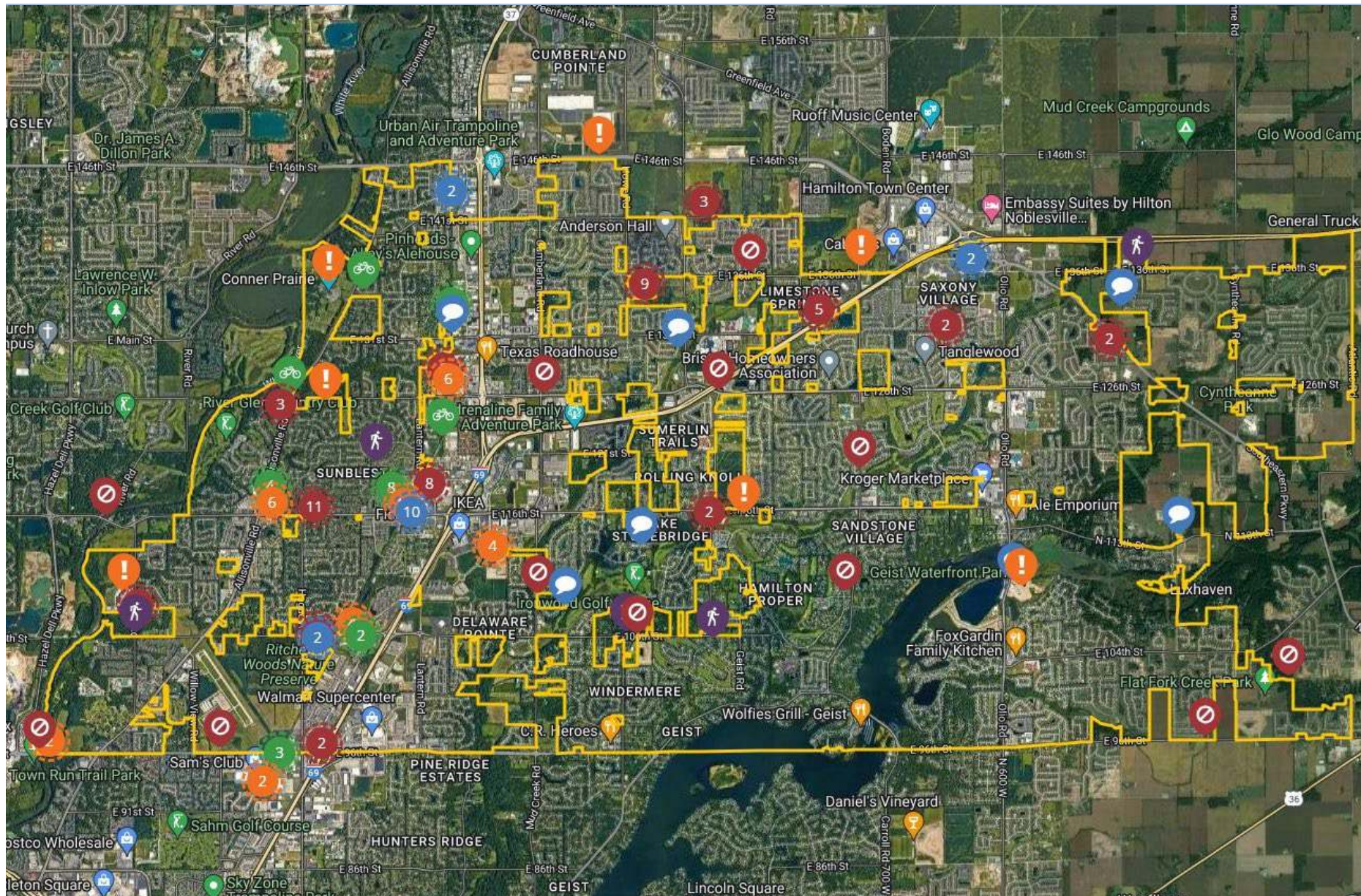
- 354 site visits
- 128 unique users
- 36 comments

Input received from the Interactive Map included:

- Suggested areas to connect gaps in existing trail/path network.
- 116th Street from Nickel Plate District to The Yard is intimidating for cyclists and pedestrians.
- Many expressed confusion regarding proper responses for flashing yellow lights at Nickel Plate Trail road crossings. Both for motorists and cyclists/pedestrians.
- Pins identified several intersections that need safety improvements to make cyclists and pedestrians feel safer.
- Noted several neighborhoods that could be better connected to destinations.

Ideas submitted on the Idea Wall included:

- Suggested making cars stop more often, making cyclists and pedestrians more important than cars.
- Would like to see a greenway trail along Sand Creek, Mud Creek, and Thorpe Creek.
- Suggested adding signage at Nickel Plate Trail crossings and roadways to explain how cars/pedestrians/cyclists should act.



- 
BARRIERS
- 
DESTINATION
- 
MAKE A COMMENT
- 
BIKING
- 
WALKING

Open House #2

The second Community Open House was held on August 24, 2023, from 4:00-7:00 p.m. at The Hub & Spoke. The focus of this meeting was to present proposed recommendations for the trails and greenways network and to ask the public to help prioritize these potential projects. Interactive exercises were included in the open house and included a large size map with proposed recommendations and an analysis of the proposed network user comfort level if proposed improvements were implemented.

Recommendations were shown on a large-sized map and with larger scaled, detailed map views and perspectives. Recommendations included identification of facility type and location. Along with presenting the proposed recommendations, the project team asked the public for input on projects they would like to see that were not currently included in the recommendations.

Attendees were asked to review the proposed recommendations and using a budget of coins, vote on which potential projects they would like to see prioritized. Results of this exercise are shown in the Project Priority Exercise Results on page 71.

Participation

- August 24, 2023
- 4:00-7:00 p.m.
- 73 attendees

The project team also received several comments that were more general in nature, including:

- Add restrooms along trails and specifically the Nickel Plate Trail.
- Additional amenities like water bottle stations, drinking fountains, and seating along the trails.
- Improve cyclist and pedestrian safety with enhanced crossings and flashing beacons.
- Repair and protect existing facilities. Some trails are beginning to age

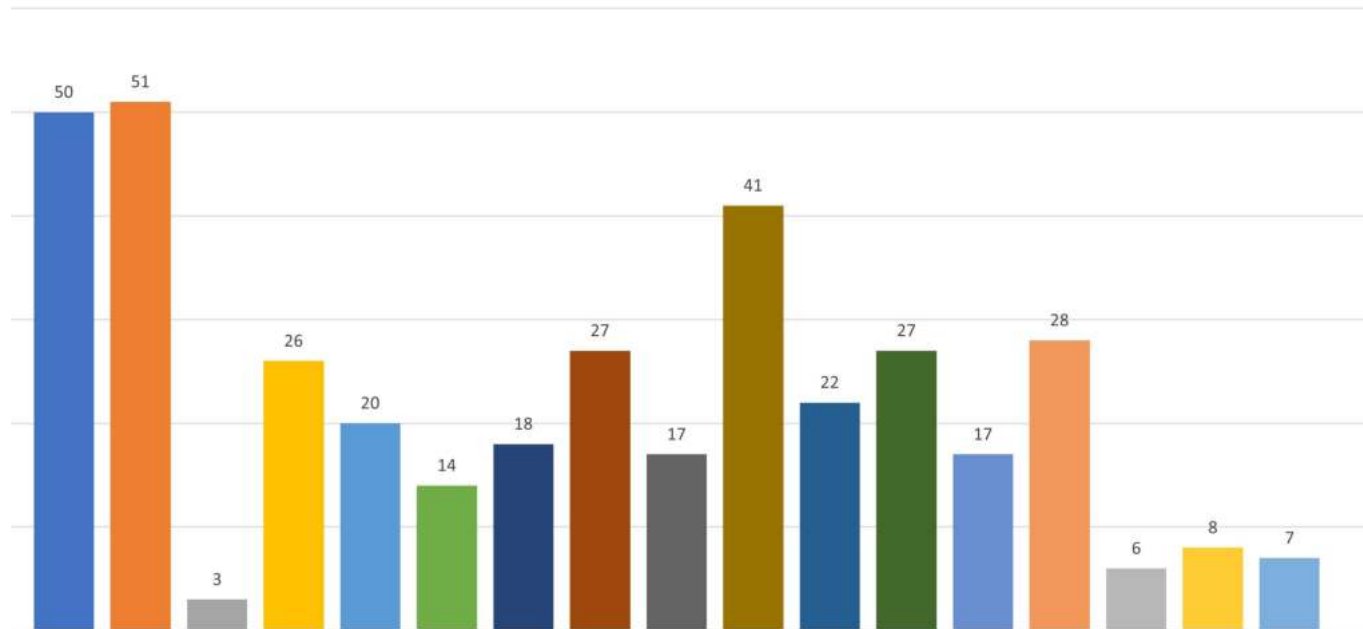
and will need repair to keep them accessible.

- Addition of streetlights to increase safety.
- Increase community communication about costs of projects for better transparency.
- Create safe ways to cross I-69 and better connect the different areas of the city.



Public Open House Engagement

Open House # 2 - Priority Project Exercise Results



- 116th St - Connect Nickel Plate District and Fishers District
- 106th St - Hamilton Pass to Fall Road
- 126th St - Widen Ex. Path & Vegetated Buffer
- Cumberland Road - 96th Street to 126th Street
- Hoosier Rd - 106th Street to 126th Street
- Brooks School Rd - 116th Street to 131st Street
- 116th St - Widen Ex. Path & Add Vegetated Buffer/Fence
- Enhanced Buffers - Increasing Vegetated Buffers
- Enhanced Intersections
- Nickel Plate Trail - Add Neighborhood Connections
- Allisonville Rd - Providence Drive to Moll Drive
- Eller Road - 116th Street to Allisonville Road
- Lantern Road - Morgan Drive to Moll Drive
- 126th St - Allisonville Road to Lantern Road
- Thorpe Creek Greenway
- 126th Street - Cyntheanne Road to Atlantic Road
- 126th Street - Southeastern Pkwy. to Atlantic Road

Virtual Meeting #2

Recommendations Input

The second virtual meeting included a survey with questions that mirrored exercises from the second public meeting. A map with proposed recommendations was included with the survey, followed by questions asking respondents to rank projects in terms of priority.

Similarly, to previous input heard from the public, survey respondents identified themselves most commonly with a cyclist typology of “interested but concerned” (or Comfort Level 1 and 2). Designing bicycle facilities for “interested but concerned” riders involves creating infrastructure that addresses the specific needs and concerns of people who are interested in cycling but may be hesitant due to safety, comfort, or convenience issues. Identifying these user groups as the predominant riders in the city allows Fishers to prioritize projects that will meet the needs of the majority of users and also have the largest potential to encourage new riders.

Like in the open house meeting, respondents for the virtual meeting ranked the improved crossing over I-69 as the highest priority project. The 106th Street connection between Hamilton Pass and Fall Road and the Cumberland

Road gap between 96th Street and 126th Street recommended projects were also ranked as high priorities.

Many respondents selected two gaps in the current facilities to fill on secondary routes. These recommended projects included the gap on Eller Road from Allisonville Road to 10th Street, and the gap on Lantern Road from Morgan Drive to Apple Drive.

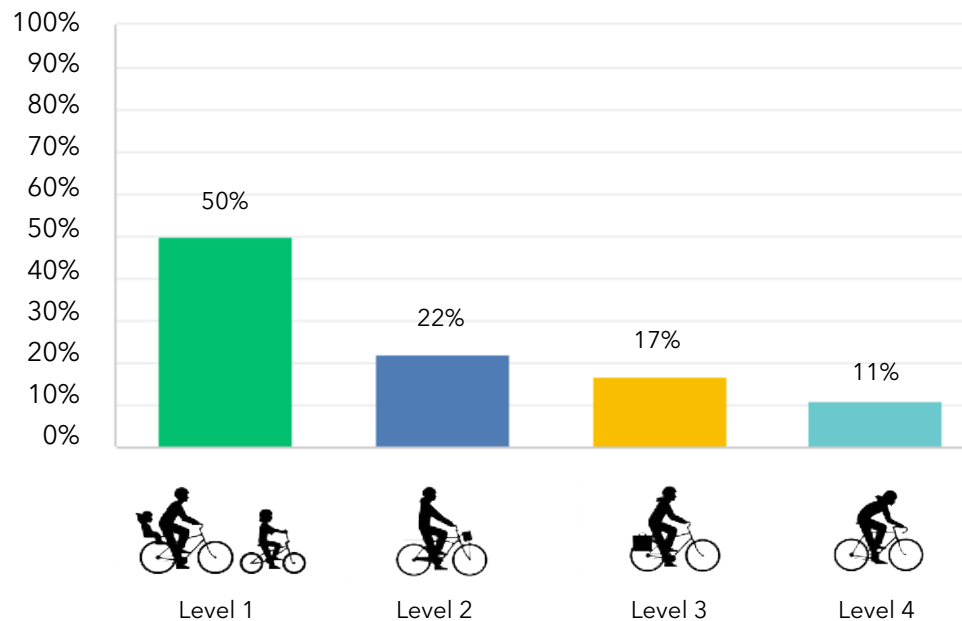
Additionally, most respondents requested more neighborhood and business connections to the Nickel Plate Trail. Increased connections to the trail

Participation

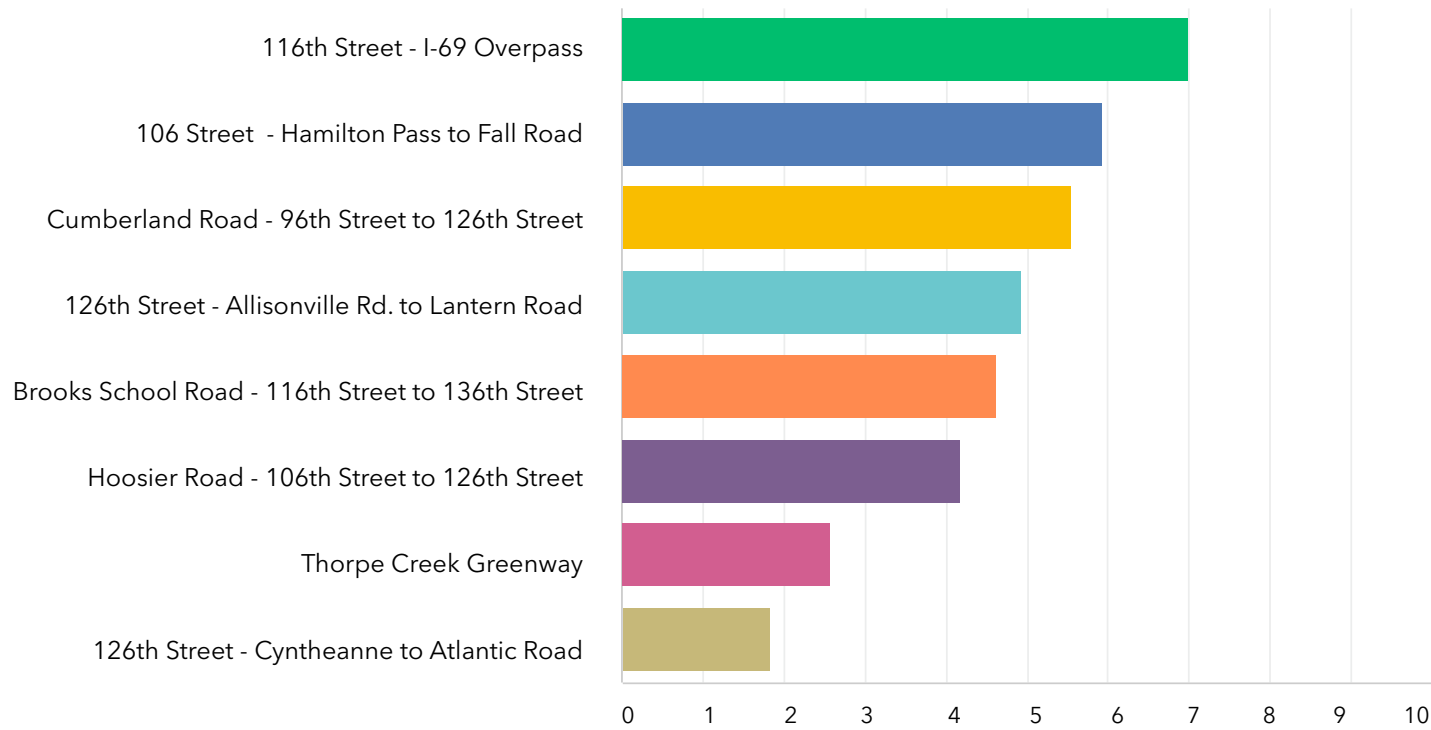
- 18 responses
- 67% completion rate
- 7 minutes to complete

will improve walkability throughout Fishers, as the Nickel Plate Trail acts as a spine in western Fishers.

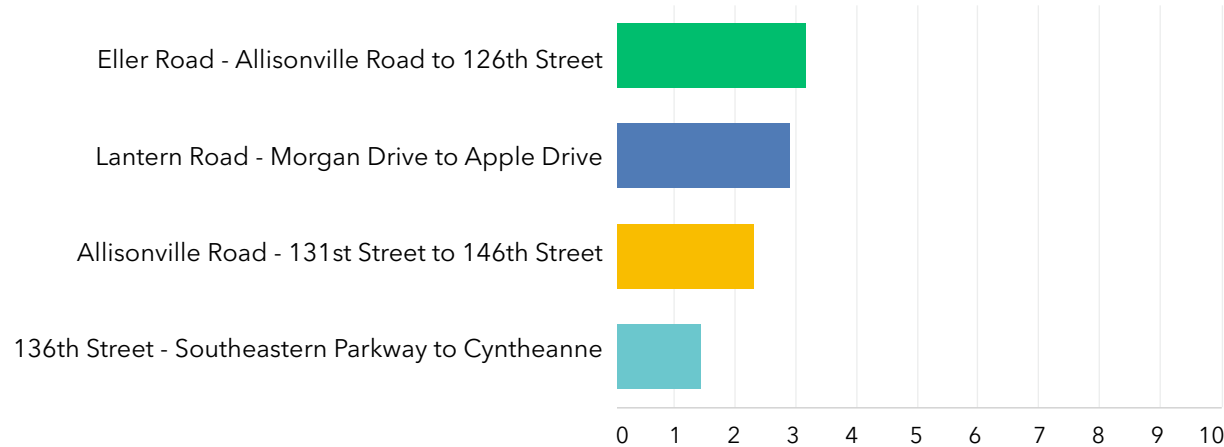
What comfort level category best describes you?



The following recommended projects include filling in gaps in existing trails along PRIMARY pedestrian and bicycle corridors. Rank the following recommended project in order of importance to you, with 1 being most important and 8 being least important.



The following recommended projects include filling in gaps in existing trails along SECONDARY pedestrian and bicycle corridors. Rank the following recommended project in order of importance to you, with 1 being most important and 8 being least important.



Key Takeaways

The compilation of public input resulted in key takeaways for the Fishers Greenways and Trails Report. These key takeaways were utilized to develop, refine, and then prioritize plan recommendations.

The following summary list of takeaways from the community input can be grouped into four overarching categories or themes:

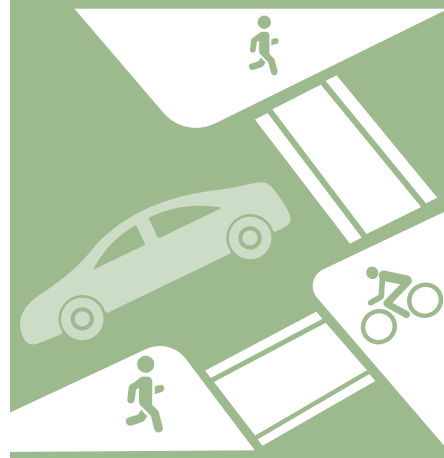
- Connect
- Protect
- Educate
- Enhance





CONNECT

- Complete gaps in existing pathway network.
- Provide more connections between neighborhoods and Nickel Plate Trail.
- Prioritize path connections between larger neighborhoods and key destinations (Nickel Plate District, Fishers District, Nickel Plate Trail, Prop. Community Center, Prop. Event Center)



PROTECT

- Increase safety and comfort for cyclists and pedestrians at roundabouts.
- Create more comfortable crossings for pedestrians and cyclists to connect Nickel Plate District and Fishers District.
- Provide longer crossing times and refuge islands for shorter crossing distances of major roadways like 116th Street and Allisonville Road.



EDUCATE

- Continue to educate motorists, cyclists, and pedestrians to create better understanding for rules-of-the-road and etiquette.
- Post and share about new projects and facilities as well as where existing facilities are located to encourage more use of bikes and walking.



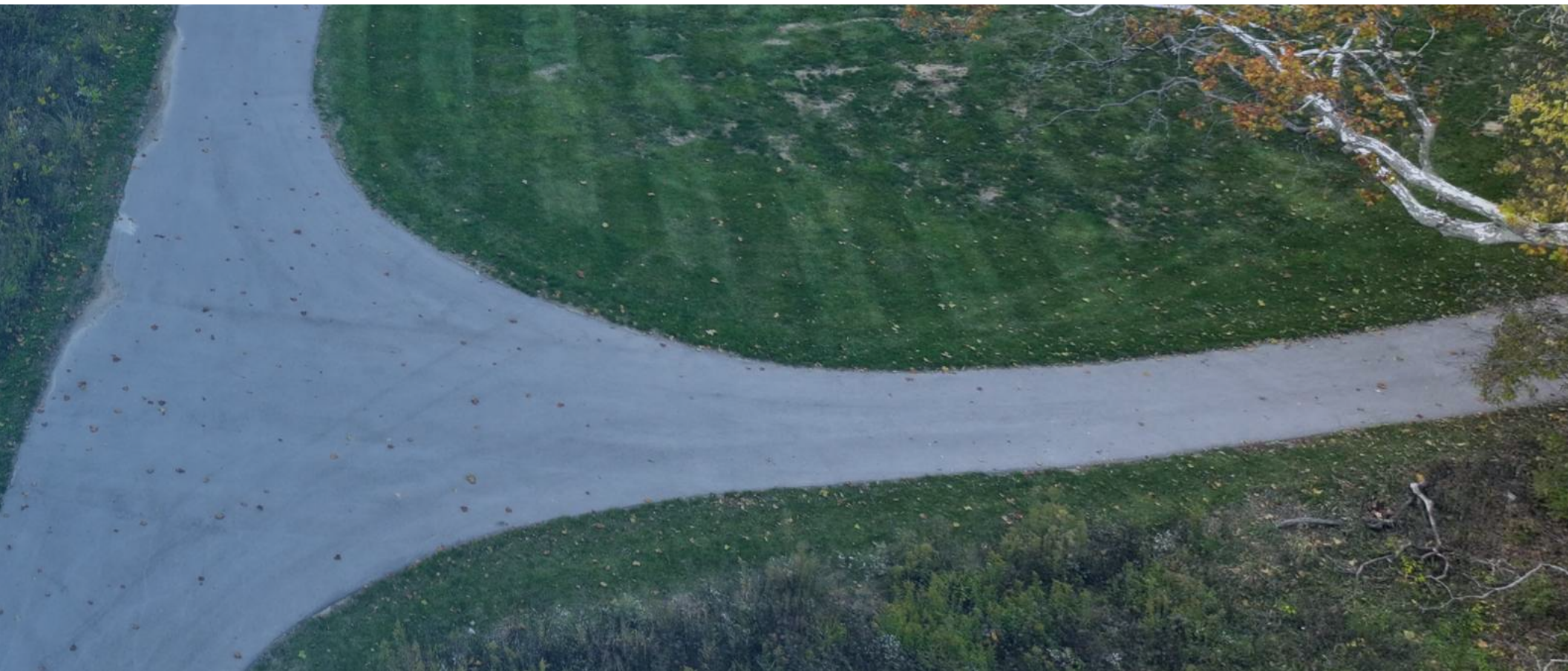
ENHANCE

- Add amenities along trails such as benches, drinking fountains, water bottle fillers, and bike repair stations.
- Increase wayfinding, including pavement markings and signage to direct residents and visitors to destinations.
- Provide landscaping and trees to buffer trails and pathways from roadway traffic.

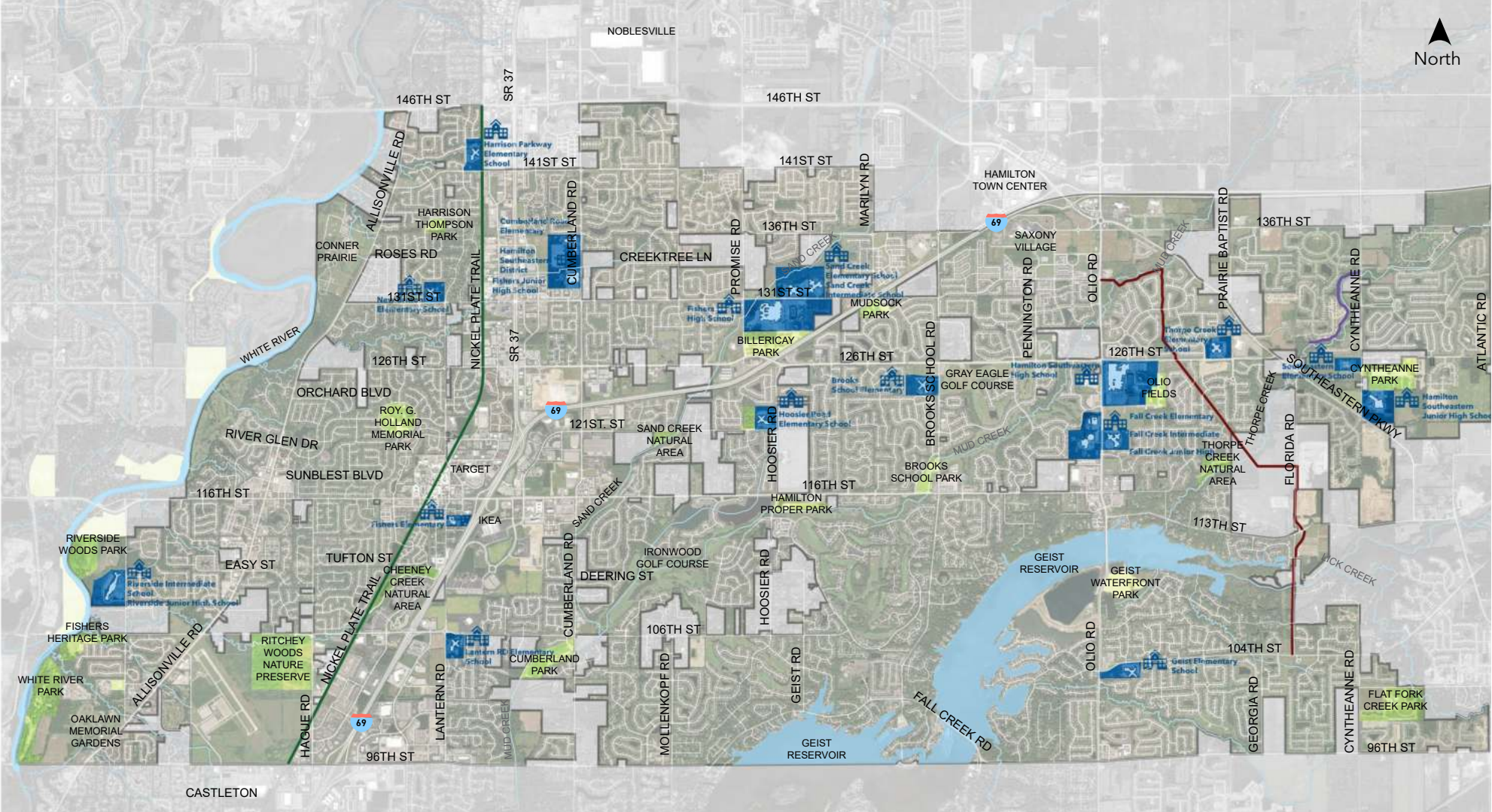


Chapter 5 -

Network Framework



Project Area



Legend

- SCHOOLS
- PARKS
- ROADS
- NICKEL PLATE TRAIL
- GEIST GREENWAY
- THORPE CREEK GREENWAY

Framework Plan

The framework plan is a high-level strategic plan developed to ensure that the vision and goals for the Fishers Trails and Greenways Report are reached. This plan sets a framework for plan recommendations by first establishing the primary and secondary corridors before analyzing the network on a project basis. Along with public input, the city was assessed for common destination points, neighborhood access points, and corridors which would reach the highest number of residents. From this assessment the primary and secondary corridors were identified. These corridors make up the framework plan for Fishers trails and greenways.

The plan is designed to serve as a guiding framework, informing future decision-making processes and investments in the development, maintenance, and improvement of the trail and greenway network.

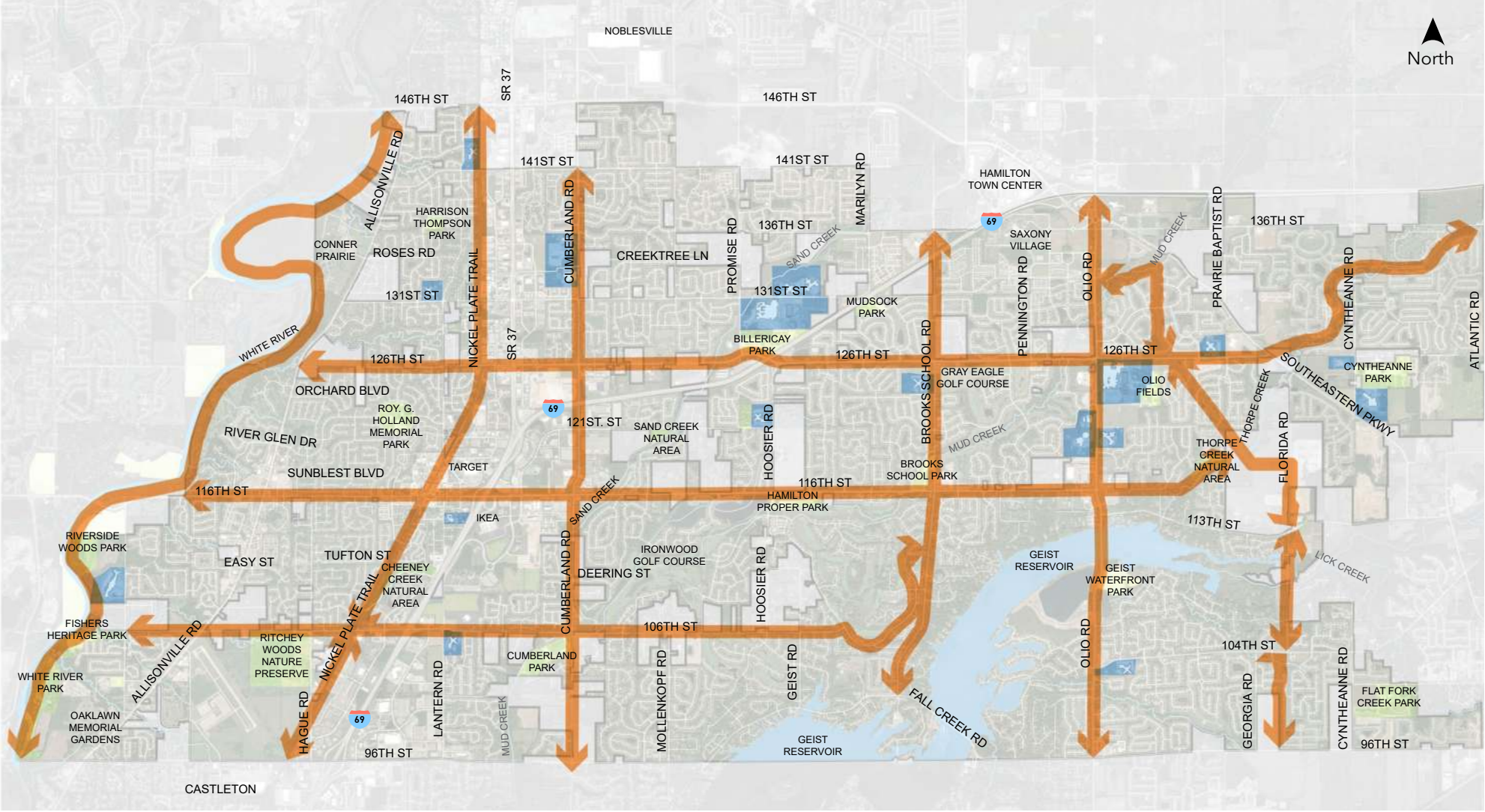
While the primary and secondary corridors were developed to focus on creating connections across the city, it is important to remember the many other benefits of trails and greenways. For instance, smaller loops are very important for recreation and socialization and therefore, important components of a trails and greenways plan.

This chapter ends with a toolbox or kit of facility treatments and amenities that will contribute to the overall characteristic and comfort of bike and pedestrian facilities within Fishers. The toolbox includes criteria to consider for the application of each treatment for specific projects and includes the user typology associated with each facility type.



Nickel Plate Trail Crossing at E 131st Street

Primary Corridors



Legend

- SCHOOLS
- PARKS
- PRIMARY CORRIDORS

Primary Corridors

Primary Corridors were developed to create connections across the City of Fishers while reaching the greatest number of residents. These corridors are intended as the major thoroughfares for cyclists and pedestrians. Many of the primary corridors are the same as primary corridors for vehicular traffic, making them familiar routes for residents. The primary corridors also have the greatest number of connections to neighborhood trails and greenways and to the city's parks.

In general, existing facilities have been developed within these major corridors. Development has been organic with these corridors having wider right-of-way in addition to having direct connections either north/south or east/west across the city. Leveraging the existing facilities within these corridors will allow the city to make the most of limited resources by closing gaps in the corridors and creating a facility that allows access from one side of the city to the other without interruption.

Primary corridors are identified on the map to the left and include:

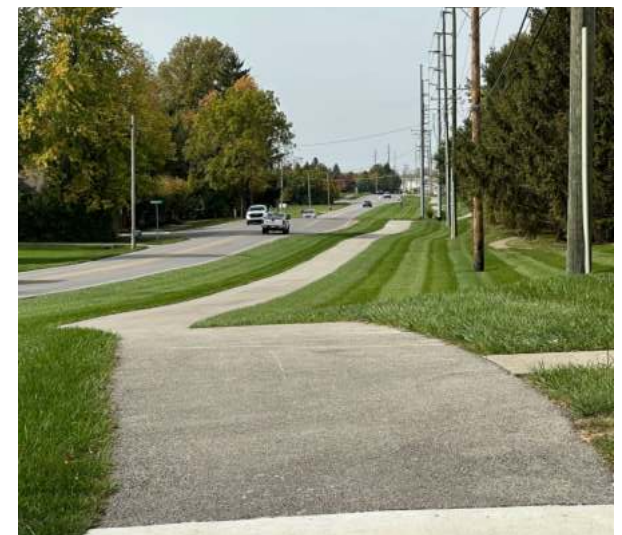
- 126th Street
- 116th Street
- 106th Street
- Cumberland Road
- Brooks School Road
- Olio Road
- White River Greenway



Fishers District Entry Sign

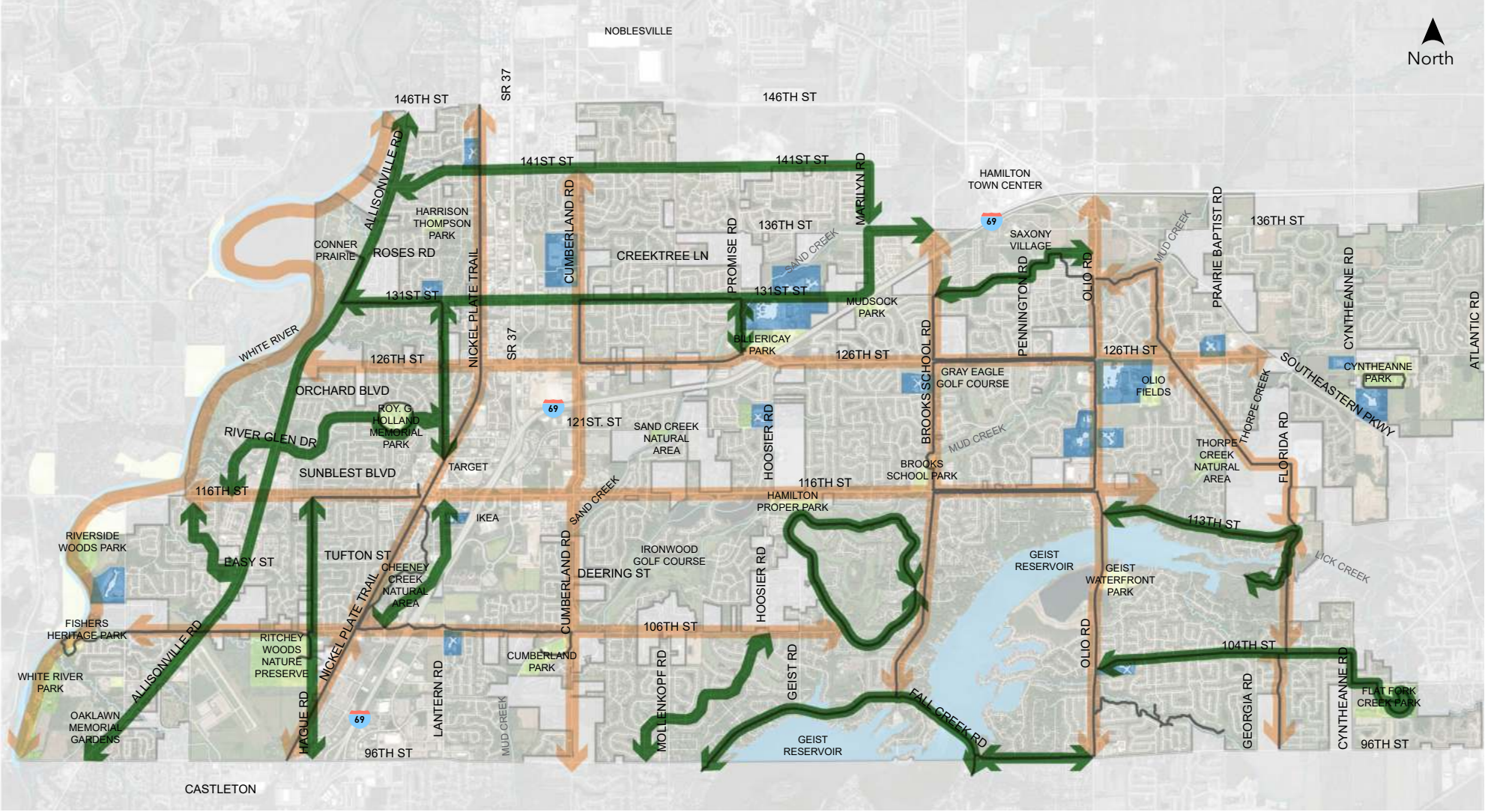
- Nickel Plate Trail
- Geist Greenway
- Thorpe Creek Greenway

As primary corridors, projects that help to complete these routes may be raised to a higher priority than other routes. Neighborhood connections which provide direct connections between neighborhoods and the primary corridors will also need to be prioritized.



Trail with Lawn Buffer

Secondary Corridors



Legend

- SCHOOLS
- PARKS
- PRIMARY CORRIDORS
- NAMED TRAIL ROUTES
- SECONDARY ROUTES

Secondary Corridors

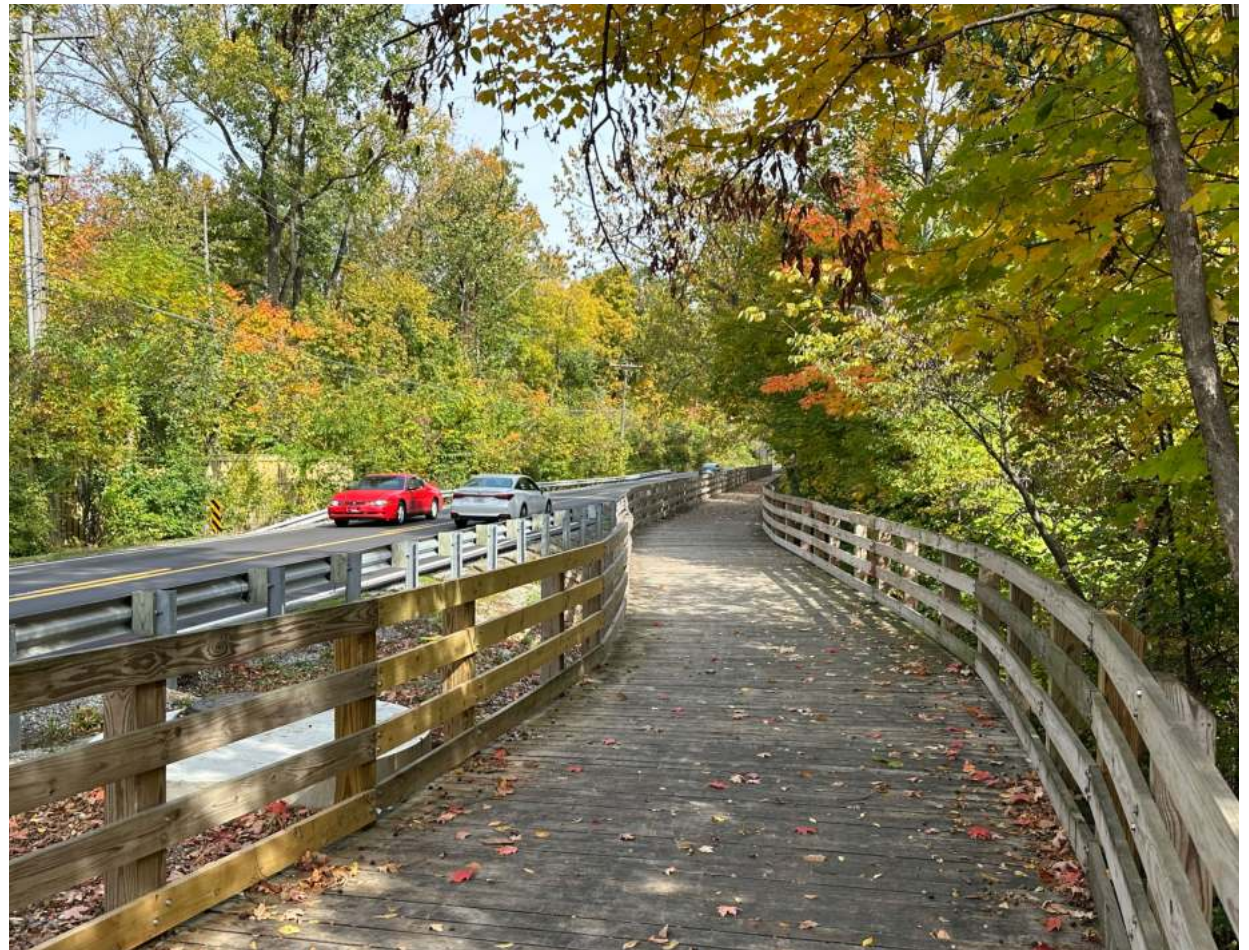
Secondary corridors were developed to serve as the secondary level of connections and are complimentary to primary corridors. Some secondary corridors create important north/south and east/west connections, but they are either shorter connections or are located along corridors that are more commercial in character, making them less ideal for the more concerned cyclists or pedestrians. Greenway connections along natural corridors are also included as secondary corridors.

Secondary corridors identified on the map to the left include the following:

- 141st Street
- 131st Street
- 113th Street
- 104th Street
- Fall Creek Road
- Windemere Blvd.
- Allisonville Road
- Hague Road
- River Glen Dr.
- Lantern Road
- Thorpe Creek Greenway
- Sand Creek Greenway

The secondary corridors build on the connections provided by primary corridors. These connections will create more opportunities for neighborhoods within Fishers to easily access the primary corridors. Completing the primary and secondary corridors is an ambitious goal but with strategic planning and development these

connections will encourage more people to bike and walk when traveling around the city.

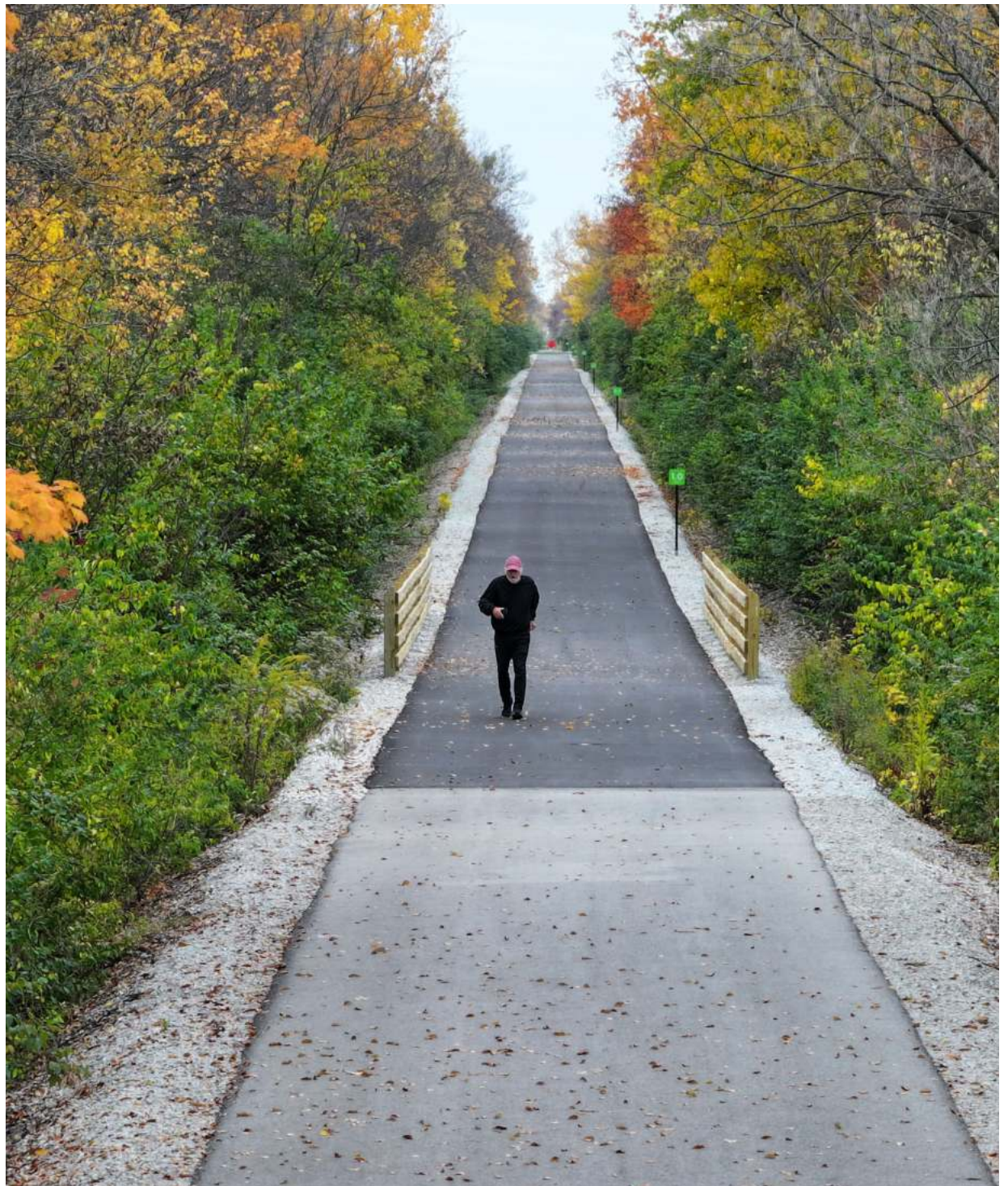


Bike and Pedestrian Trail along Fall Creek Road

Low-Stress Trails Network

Low-stress bicycle facilities reach the widest segment of people by connecting people to destinations through facilities that do not require cyclists to use links that exceed their tolerance for traffic stress and that do not require too many detours. By their nature, trails and pathways are usually low-stress facilities. However, when these pathways have gaps or when road crossings are higher stress, even trails can become higher stress facilities and may discourage people from traveling by bicycle.

The focus of the greenways and trails report is to create a connected network of low-stress facilities that will accommodate the largest number of people who typically fall into the “interested but concerned” cyclists typology. This means focusing on cyclists who are less comfortable riding in traffic but also addresses the facility type needed to attract new riders. The trail user comfort level analysis which looked at pathways, trails, and greenways and assessed the comfort level of each in relation to different types of cyclists is a key tool in understanding what improvements are needed to create this network. Areas where gaps occur or where the facility is determined to be “uncomfortable” for the target user group will need improvements to correct the missing piece in the network.



Nickel Plate Trail between 96th Street and 106th Street



Trail with Lawn Buffer along Fall Creek Road

Plan for the Future

As Fishers continues to grow, there will continue to be increased demand for trails and greenways in the city. While the city has an extensive network of facilities, previous strategies such as providing shared-use paths on one side of the road and sidewalks on the other side of the road may need to be revisited and altered. Once the gaps within existing networks are completed, the city will need to turn its attention to modifying or rebuilding some of the existing trails, especially within the primary corridors.

With the primary corridors that have been identified for bikes and

pedestrians being the same corridors as those that carry vehicles, crossing these roads becomes the biggest barrier to a network of facilities that are considered low-stress routes. With more neighborhoods being completed on both sides of the primary corridors, having shared-use facilities on both sides will be needed in addition to improvements at intersections. For many of these corridors it will mean replacing existing sidewalks with shared use paths or adding a bicycle path adjacent to sidewalks. There will also be a point where users will exceed the capacity of existing facilities requiring either wider facilities or additional facilities within the same corridor.

Identifying primary corridors as a part of this plan should guide the city as new developments are proposed along the corridors. The city can work proactively with developers and private landowners to implement low-stress facilities as a part of new development. This might include replacing existing sidewalks or pathways with new facilities in the same location.

This plan is intended to provide direction for the city for development of trails and greenways over the next 5-10 years. As the city continues to develop the network of bicycle and pedestrian facilities and the city sees more cyclists and pedestrians there will be a need to reassess the network and ensure that user needs are being met. For instance, as shared use networks become more popular there can be an increase in conflicts between cyclists and pedestrians in addition to the more traditional conflict between motorists and these two user groups. Cyclists and pedestrians have a different speed differential which can create conflicts, especially on well-traveled corridors. The Nickel Plate Trail may be the one of the first facilities to see these types of conflicts. By reassessing the network, and getting an updated read on the user types, the city can modify future improvements and priorities to best meet the needs of the changing network.

Design Treatments

Introduction

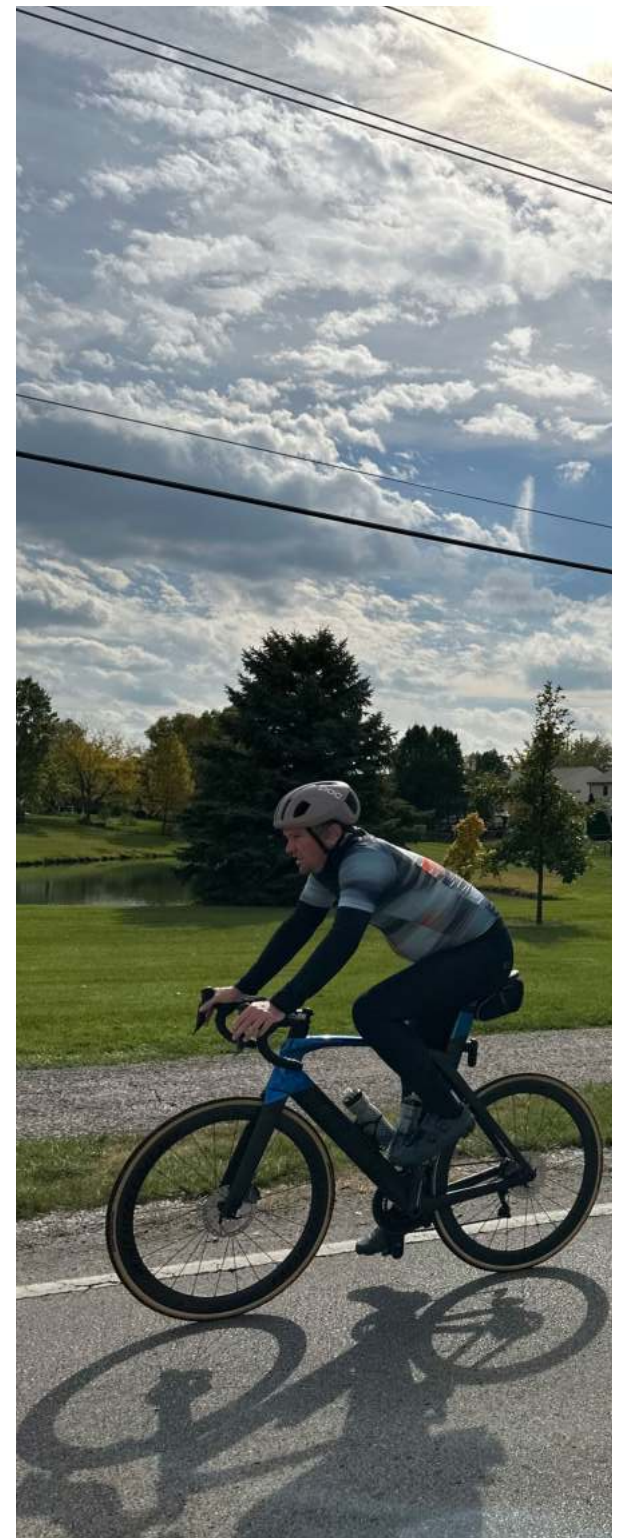
Safe, convenient, and accessible facilities are essential to encourage walking or biking. The selection of a walking or cycling facility depends on several factors, including existing vehicular and pedestrian traffic characteristics, adjacent land use, and expected growth patterns.

Bicyclists have a wide range of abilities. Some are advanced and ride frequently while others may not ride their bikes often enough to feel comfortable in traffic. The most vulnerable group includes children who do not always understand traffic rules, are unable to gauge the speed of traffic, and often not as coordinated as adults. Understanding the range of abilities can affect the choice of facility type for different locations.

It is important for the Trails and Greenways Plan to include flexible design which can be modified to fit site and contextual conditions including available right-of-way, budgets, and construction complexity. The network should be designed to function as a complete transportation system for bicyclists and pedestrians while offering multiple design solutions, some of which are not ideal, but respond to

the real-world context, constraints and opportunities that exist in the city at the time of project construction. The facility guidelines that are provided on the following pages should be utilized with engineering judgment, best practices, and design flexibility.

When future projects are being designed, each corridor should be analyzed for the appropriate facility starting with the preferred design, which is determined by the target user, and then downgraded if that preferred facility is not feasible. An important consideration in downgrading a preferred facility type is the need for a facility within a corridor. If the preferred facility will only be possible with additional funding or planning that will take years to accomplish (such as a high-cost project or the need to purchase right-of-way where established businesses exist) but the corridor provides a vital connection to the network, then the downgraded facility can become a short-term solution which provides an important, if not ideal, connection. Downgraded facilities can include a shared use path directly adjacent to the road rather than shared use path with a buffer or might include directing users to parallel paths in different corridors which are less direct but have more comfortable facilities.



National and State Guidance

The following pages include an introduction to facilities and amenities which are appropriate for trail and greenway development in Fishers. Each facility description includes general design considerations for trails and greenways and should be used alongside the latest National and State Guidelines. National and State Guidelines can change frequently and should be referenced with each project.

The following National and State Guidelines were utilized during the development of the design treatments:

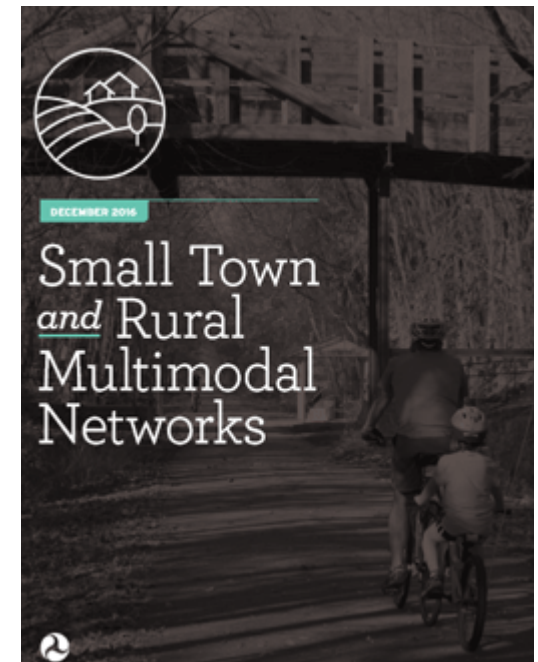
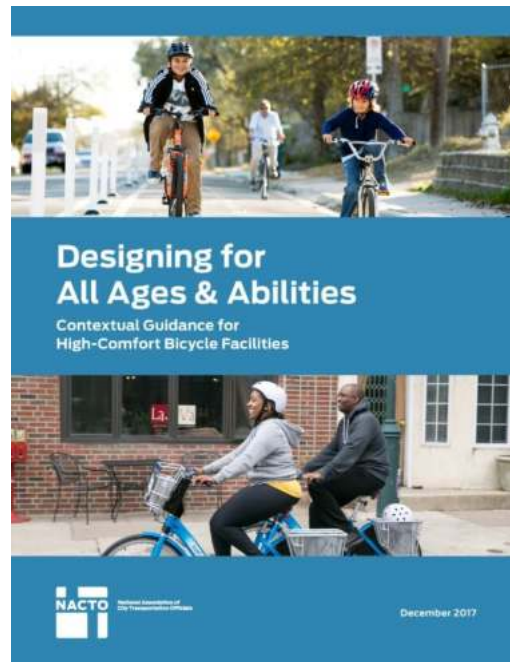
- Indiana Design Manual (2013)
- AASHTO Guide for the Development of Bicycle Facilities (2012)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)
- FHWA Shared-Use Path Level of Service Calculator (2006)
- Manual on Uniform Traffic Control Devices (2009)
- NACTO Urban Bikeway Design Guide (2012)
- Minikel (2011). Cyclist safety on bicycle boulevards and parallel arterial routes in Berkeley,

California. Department of Urban Studies and Planning, Massachusetts Institute of Technology.

- NACTO Designing for All Ages and Abilities (2017)
- NACTO Don't Give Up at the Intersection (2019)
- FHWA Separated Bike Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- Dutch CROW Design Manual for Bicycle Traffic
- FHWA Small Town and Rural Multimodal Networks Guide

(2016)

- FHWA Memorandum on Bicycle and Pedestrian Facility Design Flexibility (2013)
- FHWA Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians (2017)
- ITE Designing Urban Walkable Thoroughfares
- ITE Recommended Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges (2014)
- PROWAG - FHWA Public Right-of-Way Accessibility Guidelines (2023)



Facility Overview

Separate Facilities

Separate Facilities include facilities which are separate for each user type. Separate facilities can include cycle tracks, shared use paths with separate spaces for cyclists and pedestrians, and protected bike lanes. Each user type has their own facility which reduces conflicts between the different users who are usually traveling at different speeds. These facilities are most appropriate where there are more users of all types such as downtown areas and urban areas. These facilities typically provide the most comfort for pedestrians and cyclists. Separate facilities provide a lower stress network but also require the most space especially when each facility is buffered from the other facilities.

Greenways

Greenways are shared use paths which follow a natural corridor such as a creek. Greenways can also be located in utility corridors. Many greenways are in floodplains and create a linear park along lands that can't be developed because of flooding or other restrictions. Greenways typically include design and maintenance considerations which account for occasional flooding.

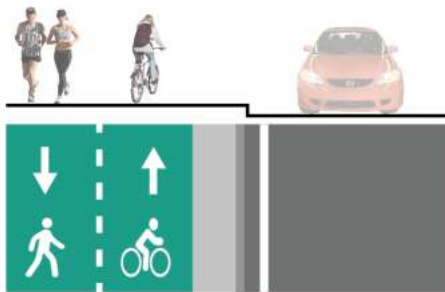
Greenways are separated from traffic and located in more natural corridors. These facilities are appropriate for families and children and persons with disabilities. Greenways can provide recreational opportunities in addition to transportation and create scenic routes within the bicycle and pedestrian network.

Trails

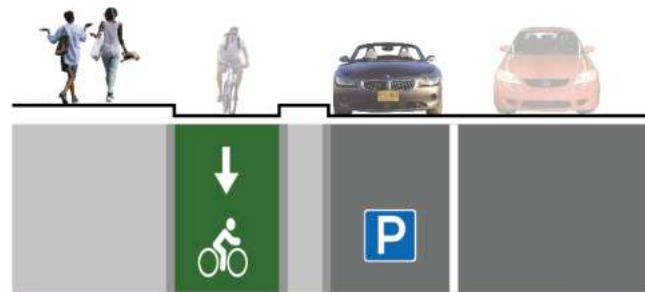
Trails are very similar to greenways but are typically located in parks and are not linear facilities. Trails are shared use paths and can include paved and natural surface trails. Trails are separated from traffic and often insulated from exposure to the sounds and sights associated with automobile traffic. Trails within parks often serve as loops and can be used for exercise and recreational purposes.

Trails provide another important facility for the bicycle and pedestrian network and are often a destination for cyclists and pedestrians. Trails may not always be accessible for those with disabilities, but each park or destination should strive to provide some trails that are accessible for those with disabilities.

Separate Facilities



Greenways



Trails



Shared Use Path

A shared use path is a two-way facility physically separated from vehicular traffic and is used by pedestrians, cyclists, and other non-motorized users. Shared use trails can also be more specifically classified as greenways or trails. Shared use paths should be designed with considerations for each specific location. For instance, a corridor which has high commuter traffic on bikes may have high conflicts if the same corridor is used by kids walking to school. Shared use paths are required to be designed to be accessible according to the Americans with Disabilities Act (ADA). Shared use paths are the most common facility seen in Fishers for cyclists and pedestrians.

Sidewalk

Sidewalks are located throughout the City of Fishers and vary in width from 5' to 10' in the downtown area. Sidewalks are primarily intended for pedestrian and wheelchair use but can also be used by cyclists. Riding a bike on the sidewalk is legal in Indiana but some states have different laws. In areas where there isn't a high number of pedestrians or cyclists, sidewalks can function as a shared use path. However, as numbers of pedestrians and cyclists continue to increase, and more people are walking and biking for everyday trips, sidewalks will quickly reach their capacity and conflicts between the user groups will increase. Although sidewalks are facilities that are separated from automobile traffic, there are also conflicts between pedestrians, cyclists, and cars at intersections and driveways.

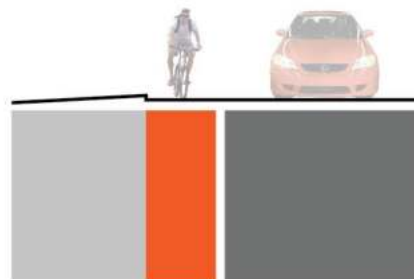
Shared Lane

Shared lanes, or shared roadways are typically most appropriate on neighborhood streets or where traffic volumes and speeds are low. Shared lanes indicate that cyclists and vehicles are sharing the lane. Sharrows (road markings) are used to indicate the shared lane corridor and provide direction for out-of-town riders. Shared lanes are not appropriate for pedestrians and typically include sidewalks on one or both sides of the road. Shared lanes usually include signs, especially Bikes May Use Full Lane (R4-11) signs.

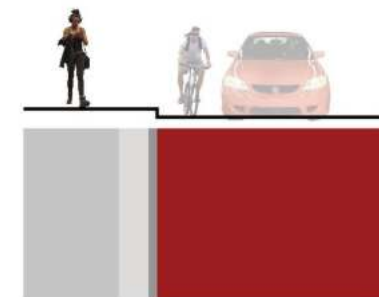
Shared Use Path



Sidewalk



Shared Lane



Separate Facilities



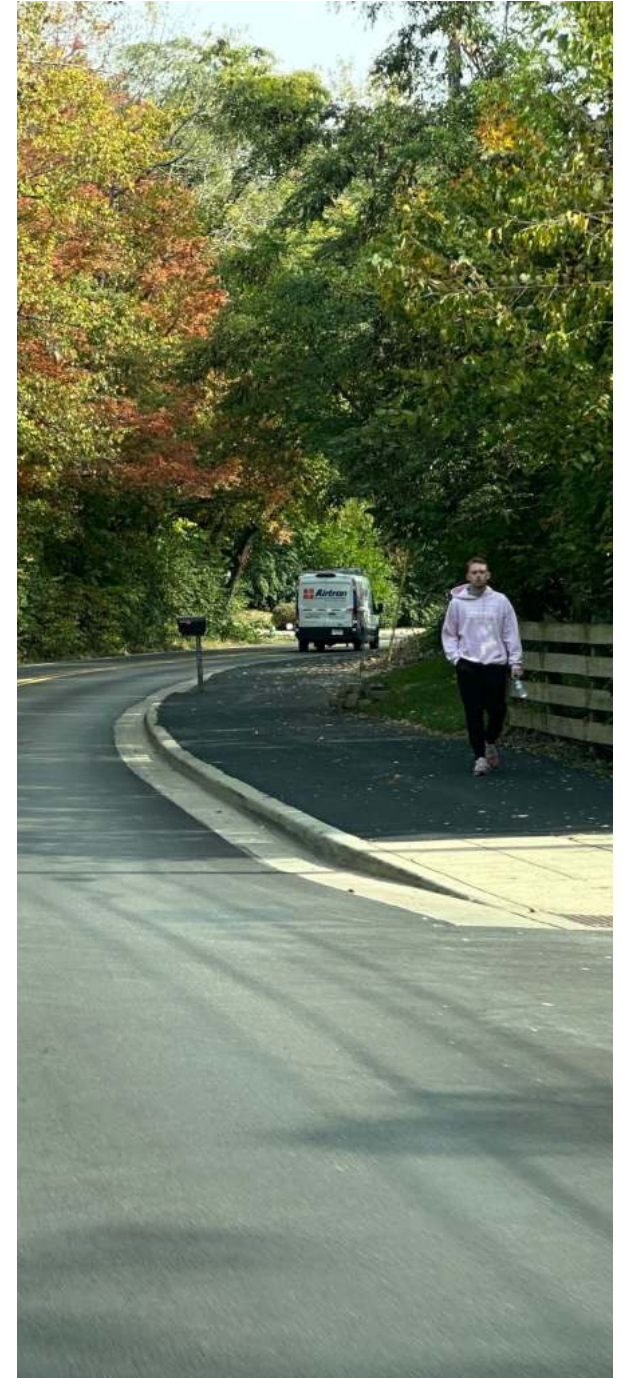
Cycle Track

Cycle tracks are also known as separated bike lanes or protected bike lanes and are exclusively for bicycle use. They are physically separated from motor vehicle traffic and distinct from the sidewalk. Cycle tracks can be at the grade of the adjacent roadway or at the grade of the adjacent sidewalk. Cycle tracks are more attractive to a wider range of bicyclists than striped bike lanes on higher volume and higher speed roads. They eliminate the risk of bicyclists being hit by an opening car door and prevent motor vehicles from driving, stopping, or waiting in the bikeway. They also create greater comfort for pedestrians by creating a facility that separates them from cyclists operating at higher speeds.



Shared Use Path - Separate Facility

Shared use paths with separate facilities for pedestrians and cyclists are simply shared use paths with adequate width to stripe separate lanes for each user type. These facilities allow separation of modes in areas with existing or anticipated higher levels of activity and should include a minimum 10' width bikeway and minimum 5' width walkway. These facilities require adequate width for side-by-side travel and passing. A minimum 2 feet graded area with clearance from lateral obstructions, such as railings, rocks, bridge piers, and poles is recommended. Striping must be maintained at regular intervals on these facilities for them to continue serving their purpose of accommodating multiple use types.





Buffered Bike Lane

Buffered bike lanes are on-street facilities that offer a buffered, separated facility from cars. Separation treatments can include pavement striping, curbs, and curbed plant beds. These facilities may be one-way or two-way and are intended for exclusive use by bicycles.

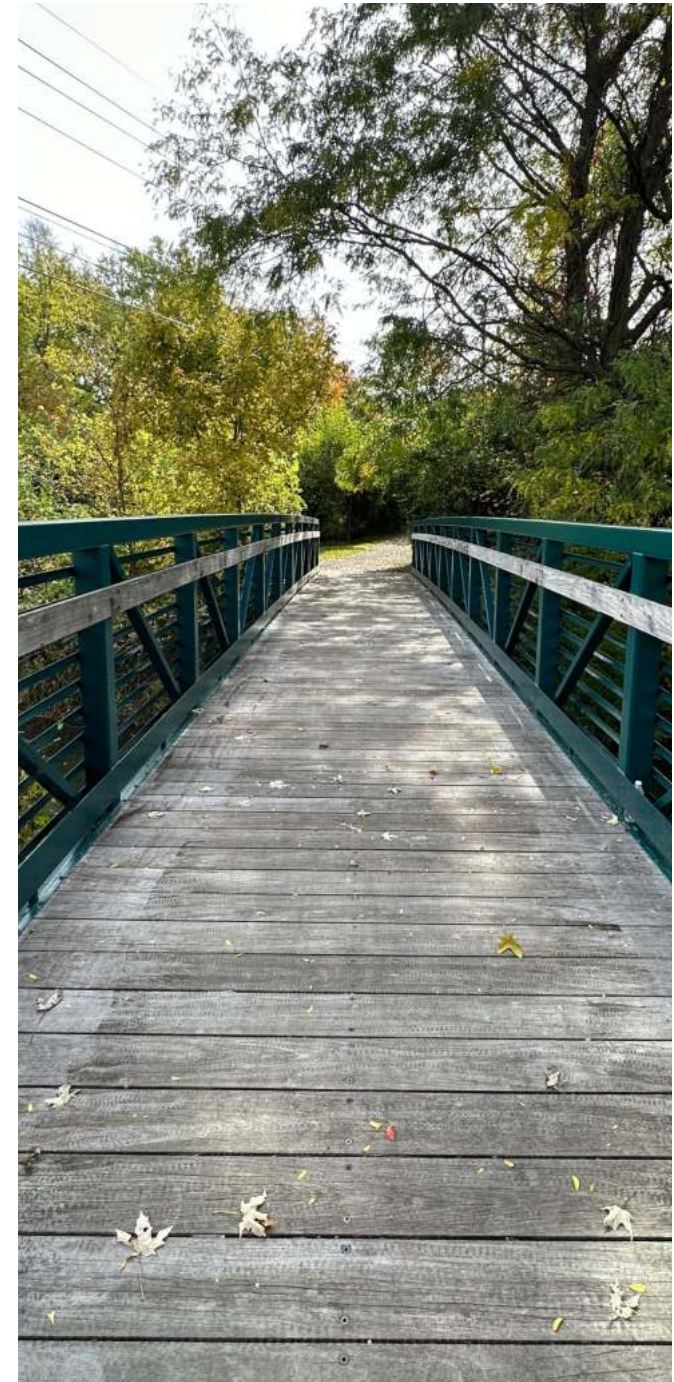
Buffered bike lanes are typically well received by cyclists of all ability levels. The separation from traffic provides for safer cycling environments. The amount of comfort and perceived safety may be dependent on the buffer type. Curbs and curbed plant beds offer the most protection while pavement striping or breakaway bollards may feel less safe to some cyclists.



Bike Lane

Bicycle lanes provide an exclusive space for bicycles on roadways. Bike lanes are one-way facilities that parallel the direction of travel and are located on each side of a two-way roadway or on one side of a one-way roadway.

Cyclists with various experience levels usually feel comfortable using bike lanes. However, roads with a lot of traffic are not as comfortable and families do not usually feel safe riding with children in bike lanes. Bike lanes are most appropriate on streets with posted speed limits of 25 mph or greater. Bike lanes create separation between cyclists and automobiles and visually remind motorists of bicyclist's rights to use the street.



Greenways and Trails



Greenway - Natural Corridor

Greenways are separated from vehicular traffic and usually located in natural corridors such as along creeks. Fishers has a network of creeks which provide a unique opportunity to connect the city through these natural areas. These trails can be scenic in nature and create a unique environment for residents to bike or walk in. The design of greenways should be balanced between providing adequate facility with and the impacts that are made to the corridor. Greenways can vary in width from 8' wide to 12-15' wide. Greenway design must account for flooding and additional maintenance measures will be needed for these facilities. Greenways can be enhanced with amenities such as benches, rest areas, and scenic overlooks along the corridors.



Greenway - Utility Corridor

Large utility corridors can also be good environments for development of greenways. Utility corridors often connect large areas of the city but are limited in the type of use that can be located along with the utilities.

Greenways which serve a high percentage of pedestrians (30 percent or more) or are to be used by large maintenance vehicles should be wider than 10 feet. Greenways on steep grades should be wider to account for higher bicycle speed in the downhill direction and additional space for faster bicyclists to pass slower bicyclists and pedestrians in the uphill directions.



Trails - Paved

Paved trails within parks are typically shared use trails but may have more of a focus on pedestrians as users. Trails usually provide two-way travel and accommodate a wide variety of user ages and abilities.

Trails within parks are often located in environmentally sensitive areas and are designed to minimize impacts to sensitive natural resources such as floodplains, stream buffers, steep slopes, highly erodible soils, wetlands, and rare, threatened and endangered habitat.



Trails - Natural

Natural trails within parks include a variety of surface types including compacted dirt, compacted stone, and mulched pathways. These trails often follow the existing terrain and are not always ADA accessible. Natural trails create unique user experiences for cyclists and pedestrians interacting with natural areas. Many times, these trails are destinations in themselves with cyclists and pedestrians traveling to them for recreation.



Underpass/Overpass

Greenway trails that travel along creek and river corridors may include roadway underpasses. These underpasses often utilize existing infrastructure using existing road bridges to cross under roadways. With barriers such as Interstate 69 and S.R. 37, these underpasses can provide important connections for cyclists and pedestrians by creating facilities that are separate from vehicles.

Overpasses serve similar functions by creating connections over existing barriers. Although, these can be more extensive and costly in nature, they are often the best solution to connect areas on opposite sides of a barrier such as the interstate.



Boardwalk

Boardwalks and bridges are important components of greenways. These facilities can elevate greenways out of the floodplain to provide more continuous use while also providing a unique user experience during high water times. Boardwalks can also be used to provide access to sensitive areas such as wetlands or bog areas.

Shared Use Path



Shared Use Path - Buffer

Shared use paths provide a shared space for both bicyclists and pedestrians and are separate from vehicular traffic. Shared use paths should be used when pedestrian and cyclist volumes are low enough that conflicts rarely occur or in areas where physical space is too constrained to provide for separated facilities. The safest and most comfortable shared use path is buffered from the adjacent roadway with a turf or landscaped area. Shared use paths should be a minimum of 8' in width and may need to be increased to 12-15' in width in areas with heavy use. Shared use paths can have safety concerns when placed adjacent to a roadway with frequent driveway or intersection crossings.



Shared Use Path - Small Buffer

In areas where there is not enough right-of-way to provide a wider buffer between the road and the path, a smaller buffer area can be used. These buffers should be a minimum of 2-3' and should be at the same grade as the shared use path when possible. The smaller buffer provides a "recovery area" for when cyclists or pedestrians run off the path. Although not as comfortable as a shared use path with a wider buffer, shared use paths with a small buffer are still more comfortable than paths with no buffer.



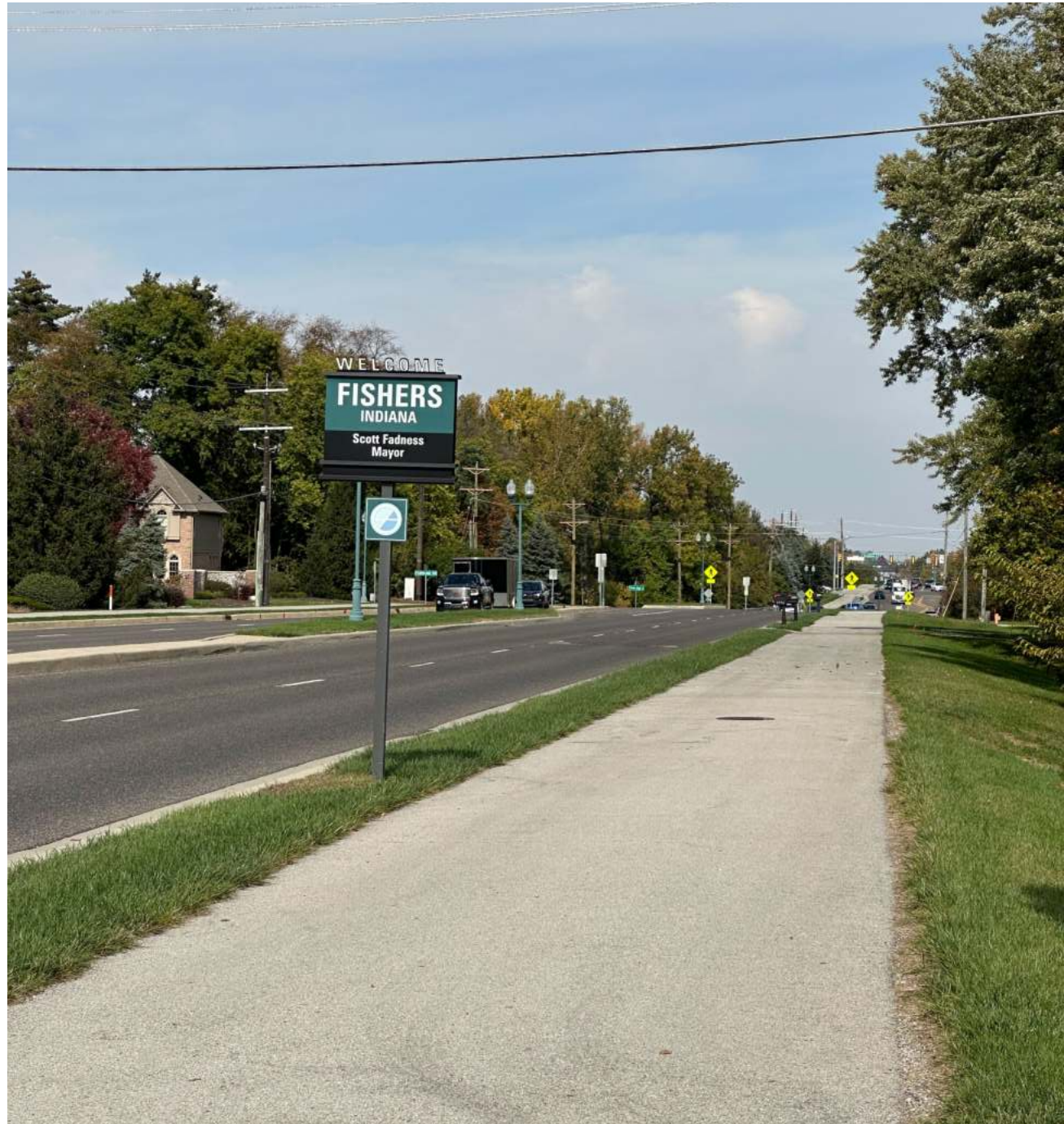
Shared Use Path - Vertical Buffer

Shared use paths which are in limited right-of-ways which cannot accommodate a turf or landscape buffer, a vertical buffer can provide protection for cyclists and pedestrians within a smaller space. Vertical barriers can include fences, guardrails, or landscaped buffers. Landscaping provided in these narrow areas requires specific plant species selection and additional maintenance. Fences and guardrails can be installed with additional reinforcement to provide protection from vehicular traffic.



Shared Use Path - No Buffer

Shared use paths directly adjacent to roadways are the least comfortable, or most stressful, of the shared use path options. However, in high priority corridors with limited right-of-way, these facilities can provide important connections for the bike and pedestrian network. Typically, these facilities are located along roadways with curb separation between the roadway and the shared use path. Without the curb, facility limits for bikes and pedestrians can be confused with roadway facilities.



Shared Lane and Other On-Road Facilities



Shared Lane

Shared lane marking (or sharrows) are pavement markings that denote shared bicycle and motor vehicle travel lanes. The markings are two chevrons positioned above a bicycle symbol and are located where the bicyclists are anticipated to operate. These facilities are appropriate for local roads with low traffic speeds and volumes. Shared lanes are only intended for use on streets with posted speed limits of 25 mph or less and traffic volumes of 3,000 vehicles per day. Shared lanes may be used as a temporary solution on constrained streets with up to 10,000 vehicles per day until a more appropriate bikeway facility can be implemented. The sharrows should be a minimum of 4' from the curb (to centerline) and 11' from curb where parking is permitted.



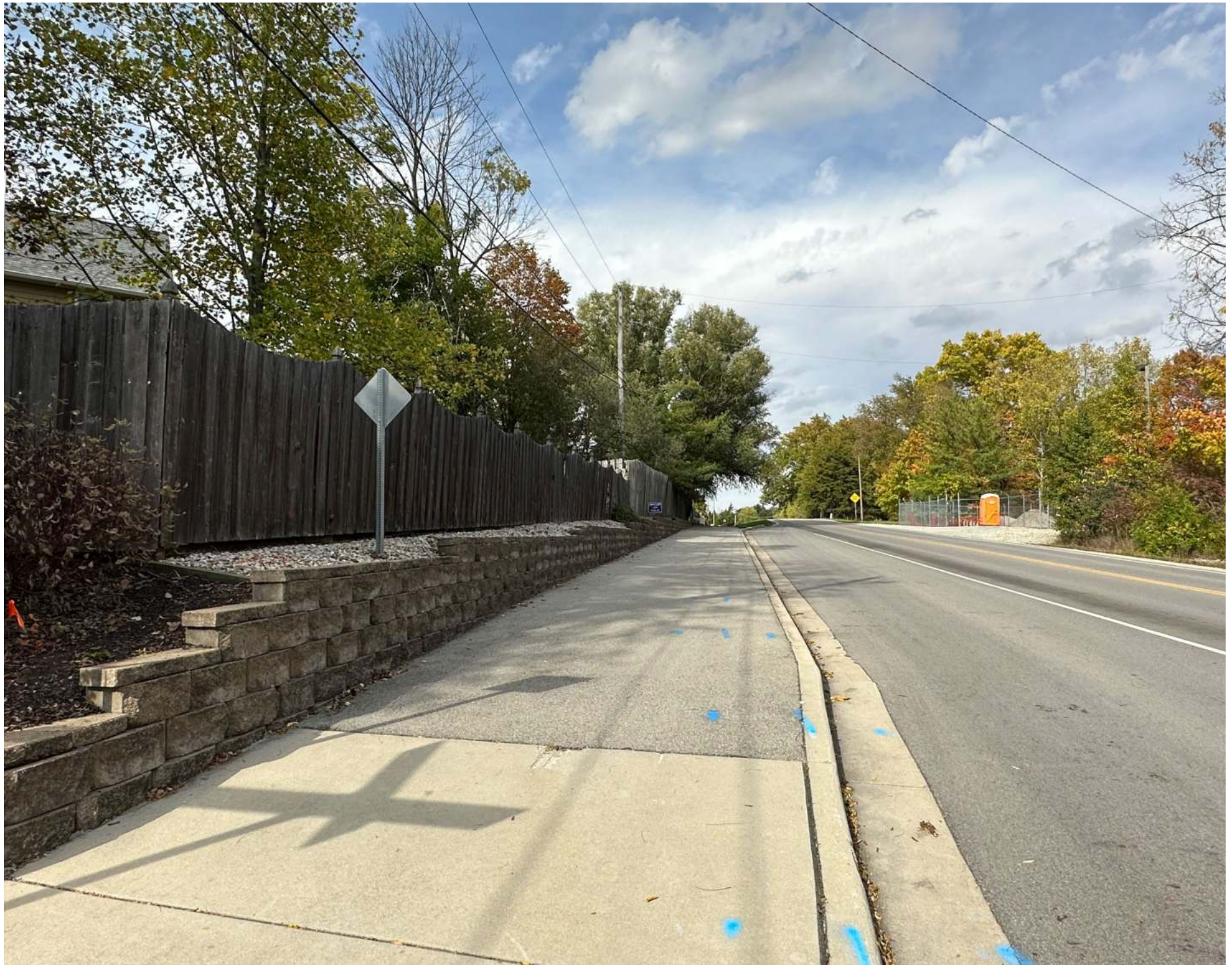
Neighborhood Greenway

Neighborhood Greenways, also called Bicycle Boulevards, are community-focused facilities created to provide safe, inviting, and environmentally friendly corridors for pedestrians and cyclists within residential neighborhoods. Neighborhood greenways are designed to prioritize the needs of non-motorized users and use existing streets with low motorized vehicle traffic volumes and speeds. They use signs, pavement markings, and speed volume management measures to discourage through trips by motor vehicles and create safe, comfortable crossings of busy arterial streets. Neighborhood greenways typically use existing low-stress streets that parallel a major corridor.



Bicycle Route

Bicycle routes are a system of signs and pavement markings that guide bicyclists along preferred routes to destinations across the city and region. Signs may state the distance and destinations or include route numbers. Bike routing is used to establish a preferred route where bikeway infrastructure is not needed or is not feasible. Bike routes are most often used by experienced cyclists who are comfortable riding on roadways. These routes are often not used by less experienced riders or families. Wayfinding and signage can encourage the use of lower-stress bikeways.



Bicycle and Pedestrian Safety Features



Crosswalks

There are two types of crosswalks most commonly used in the United States. Most crosswalks are either a zebra crosswalk or a parallel crosswalk. Each type indicates to drivers and pedestrians different circumstances of use. The zebra or ladder crosswalk is designed to make it easier for drivers and pedestrians to identify and includes stripes used to make it resemble black and white stripes similar to a zebra or rungs on a ladder. The parallel crosswalk is made of two simple but essential parallel lines that indicate where the pedestrian should walk. Other crosswalk types can include decorative crosswalks, often used in special districts or downtown areas, and painted crosswalks. Painted crosswalks are used to increase crossing visibility but may require more maintenance.



Raised Crosswalks

Raised crosswalks are ramped speed tables spanning the entire length of the roadway. The crosswalk is marked with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow pedestrians to cross at grade, or at the same height as the sidewalk. Raised crosswalks increase the visibility of pedestrians and cyclists and act as traffic calming measures by making the vehicle slow to cross. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision. Raised crosswalks are often used with crosswalk visibility enhancements.



Median Refuge Islands

Median refuge islands are raised islands that provide pedestrians and bicyclists with refuge and allow multi-stage crossings of wide streets. They can be located mid-block or at intersections and along the centerline of a street, or as roundabout splitter islands. Refuge islands should be a minimum of 6 feet wide and are preferred to be wider. Cut-through openings should equal the width of the crosswalk. Cut-throughs may also be wider in order to allow clearing of debris and snow but should not be wide enough to allow cars to use the space for U-turns. Curb ramps with truncated dome detectable warnings and 5'x5' landing areas are required.



Intersection Treatments

Many designs used at intersections to improve motor vehicle capacity and driver safety can create significant challenges for bicyclists and pedestrians. On- and off-ramp configurations can be difficult for on-road cyclists to cross due to lack of visibility of approaching motorists, intersection roadway angles, undefined areas created by lane merges, and the significant speed differential between bicyclist and motorists. Designs at intersections need to substantially reduce motorists' speeds and maximize viability between roadway users.

Intersection treatments should include highly visible and coherent bicycling routes. Bicycle and pedestrian crossings should be in conspicuous locations where there are clear sight lines between motorists and bicyclists and pedestrians.



Roundabout Treatments

Roundabouts are a popular design solution for intersections because they allow almost continuous flow of traffic through an intersection while generally reducing travel speeds and the number of conflict points. However, many bicyclists are not comfortable navigating roundabouts with vehicular traffic, especially in multi-lane roundabouts, roundabout should be designed to facilitate travel outside of the circular roadway, whether a separated facility is provided on the approaches.

Bicycle ramps should be used to allow on-road cyclists to move from the roadway to the adjacent separate facility. When shared use paths or separated bike lanes are provided at roundabouts, they should be continuous around the roadway.



Shared Use Path Crossings

Shared use path crossings at mid-block, at roadway intersections, or at grade-separated intersections. Design solutions should maximize visibility and provide appropriate traffic control based on the character of the roadway. Designing a mid-block crossing involves a number of variables, including anticipated mix and volume of path users, the speed and volume of motor vehicle traffic, the roadway configuration, the sight distance that can be achieved at the crossing location, and other factors. High visibility crosswalks are recommended at uncontrolled path-roadway intersections. Crossing islands (or refuge islands) can be beneficial at path-roadway intersections with high motor vehicle volumes or speeds and long crossing distances.

Supporting Elements



Traffic Calming

Traffic calming refers to design strategies implemented in roadways to slow down vehicle speeds. The goal of traffic calming is to create safer and more livable streets by making them more pedestrian-friendly and discouraging speeding. Some traffic calming strategies include:

- Speed humps/bumps
- Chicanes
- Raised Crosswalks
- Roundabouts
- Road Diets
- Traffic Circles

Traffic calming designs are intended to balance between different modes of transportation, enhance the overall safety of the road, and contribute to a more pleasant and walkable environment.



Reduced Curb Radius

Reducing curb radii is a traffic calming strategy that involves decreasing the turning radius at intersections. By tightening the turning radius, this technique aims to slow down turning vehicles, enhance pedestrian safety, and discourage speeding. A smaller curb radius forces vehicles to make sharper turns, which inherently lowers turning speeds. A tighter curb radius often results in a larger area between the corner and the crosswalk providing a refuge for pedestrians while also reducing the crossing distance for pedestrians. Using reduced curb radius at intersections must be carefully designed considering the context of the area. Factors such as emergency vehicle access, transit routes, and the needs of all road users must be considered during the planning and implementation process.



Wayfinding

Wayfinding for bike and pedestrian facilities provides clear and easily understandable information to guide users, enhance their experience, and promote safety. Signage is designed to help cyclists and pedestrians navigate through a network of paths, trails, streets, and other transportation facilities. Effective wayfinding systems for cyclists and pedestrians typically include a combination of signage, maps, and other informational elements. Signage might include directional signs indicating the route to popular destinations, landmarks, key points of interest, and distance information. Wayfinding typically includes maps at strategic locations such as trailheads, intersections, and major access points. Maps should highlight the overall network, routes, and points of interest.



Speed Humps/Bumps

Speed humps are physical traffic calming devices designed to slow down vehicular travel. They are typically raised from the road 3-4" and can extend across the width of the road. The primary purpose of speed humps is to encourage drivers to reduce their speed, improving road safety for cyclists and pedestrians. Speed humps are usually marked with paint or reflective materials to enhance visibility. Markings help alert drivers to the presence of the hump and encourage them to slow down. Speed humps are strategically placed to ensure that drivers do not accelerate excessively between humps, maintaining a controlled speed throughout the designated area. Speed humps are designed to be traversable by emergency vehicles at controlled speeds.



Maintenance

Maintenance is crucial for ensuring the long-term functionality, safety, and attractiveness of bike and pedestrian systems. Regular upkeep helps address wear and tear, respond to safety concerns, and enhance the overall experience for users. Maintenance strategies might include:

- Regular inspection
- Pavement repair and resurfacing
- Signage and markings
- Vegetation management
- Lighting
- Safety features
- Snow and ice removal
- Bike parking facilities
- Trash and litter removal
- Accessibility upkeep
- Record keeping



Programs & Education

Implementing programs and education initiatives for bike and pedestrian networks is essential for promoting safety, awareness, and encouraging active transportation. These programs aim to educate users, enhance public awareness, and create a culture that supports walking and cycling. Some programs might include:

- Safety education programs
- School outreach
- Community workshops
- Public awareness campaigns
- Helmet and safety gear programs
- Adult education
- Skill-building events
- Cycling and walking tours
- Incentive programs
- Bike maintenance clinics
- Community events
- Online resources

Amenities



Bike Parking

Well-designed and accessible bike parking facilities encourage people to choose bikes for commuting, shopping, and leisure. Parking facilities should be easily accessible and close to destinations such as transit hubs, workplaces, shopping centers, and recreational areas. Bike parking should be accessible to people of all abilities, including those with disabilities. Bike parking facilities have sufficient capacity to meet demand, especially during peak hours or at popular destinations. Whenever possible, bike parking should be located in covered or sheltered areas to protect bicycles from the elements. Businesses and employers should be encouraged to support and promote bike commuting, including providing adequate bike parking.



Seating

Seating can be used to enhance the users' experience along trails and greenways. Providing seating can create comfortable and inviting public spaces. Seating encourages people to rest, socialize, contributing to a more vibrant and inclusive community. Seating should be placed in scenic areas or near interesting landmarks. Seating should be accessible to people of all abilities. Maintenance should be considered when choosing materials for seating. Seating should be placed to ensure that seating areas do not obstruct pedestrian and cyclist pathways.



Lighting

Lighting along trails and greenways can enhance safety, promote nighttime use, and create a welcoming environment. Lighting is also an essential component for safety at roadway crossings and intersections. Lighting can be used at trailheads to improve visibility and wayfinding, but design should consider the context of the trailhead for appropriate lighting levels. Regular inspection is needed for maintenance of lighting. Trail and greenway users can help to guide design and placement of lighting along trails. Careful planning of lighting is needed to create safer and more inviting environments for nighttime use while minimizing impacts to the surrounding areas.



Trailheads

Trailheads are key access points of access to trails and can mark the beginning or end of a trail system. Trailheads serve as entry points for users and can include amenities and information. Trailheads should include adequate parking to accommodate trail users, especially during peak times. Both vehicular parking and bike parking should be considered. Trailheads can include information about the trail including maps and trail rules. Amenities might include restrooms, seating, wayfinding, drinking fountains, bike repair stations, information kiosks, and public art.



Shade

Shade can be an important contributor to the overall comfort of trails and greenways. Shade can be provided by trees or other canopy cover. Trails which have adequate shade will see more use during the warmer summer months and can contribute to more people using the trails and greenways network. Shaded areas along trails can serve as gathering spaces for social activities, or events, promoting community engagement. Shaded benches or seating areas provide users with comfortable rest spots, promoting additional social interactions among users. Shaded areas reduce the urban heat island effect and contribute to overall energy efficiency by providing cooling effects. Shaded areas also contribute to carbon sequestration leading to better air quality.



Community Engagement

Community engagement hubs can be added along trails and greenways to enhance the user's experience. Many times, these areas become destinations along the trails. Community engagement hubs might include a local restaurant with a patio, community gathering space, parks, play areas, and event spaces. The City of Fishers has recognized the value of community engagement hubs with several located along the Nickel Plate Trail including the Fishers Nickel Plate District, the Fishers Amphitheater, and the Hub & Spoke. Public art can be incorporated into the hubs.



Chapter 6 -

Recommendations



Introduction

The recommendations in this plan have been developed to enhance the trail and greenway infrastructure within the City of Fishers. The proposed recommendations will create a safer, more accessible, and connected network for both cyclists and pedestrians, contributing to a healthier, more connected, and environmentally conscious community. The proposed recommendations are focused on creating a continuous network of low-stress facilities, connecting facilities that have existing gaps, and implementing safe and comfortable road crossings for cyclists and pedestrians.

By implementing the proposed

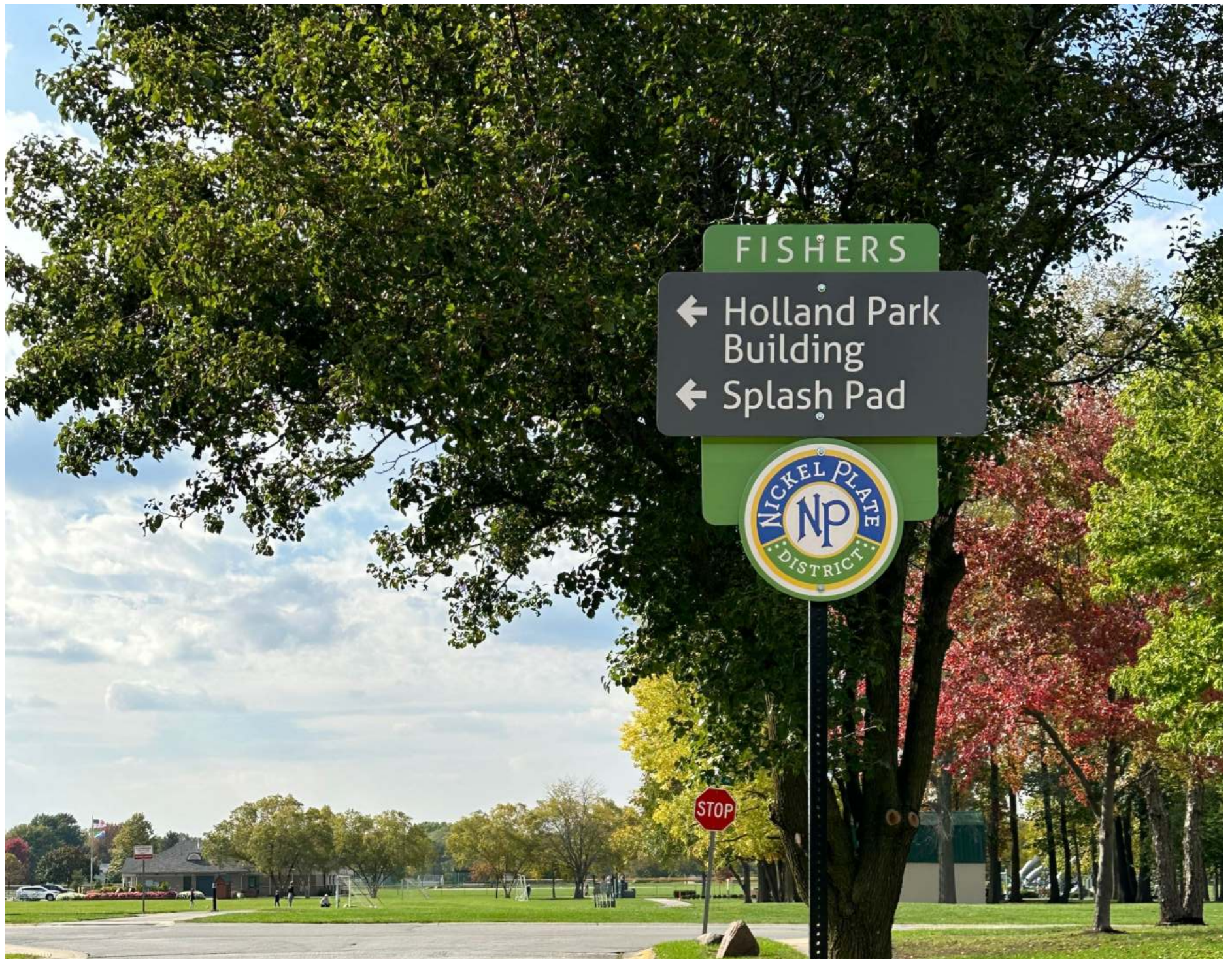
recommendations included on the following pages of this chapter, the City of Fishers will have a network of trails and greenways that encourages more bike and pedestrian travel around the city. Having a connected network will instill confidence in residents who want to explore the city, or reach their destinations, on bike or by foot. The city has the potential to realize all of the benefits of trails and greenways included in the previous Network Framework chapter.

Proposed recommendations

in this chapter include project recommendations and policy and program recommendations. Implementation of the proposed recommendations is detailed in the following chapter through a priority action plan.

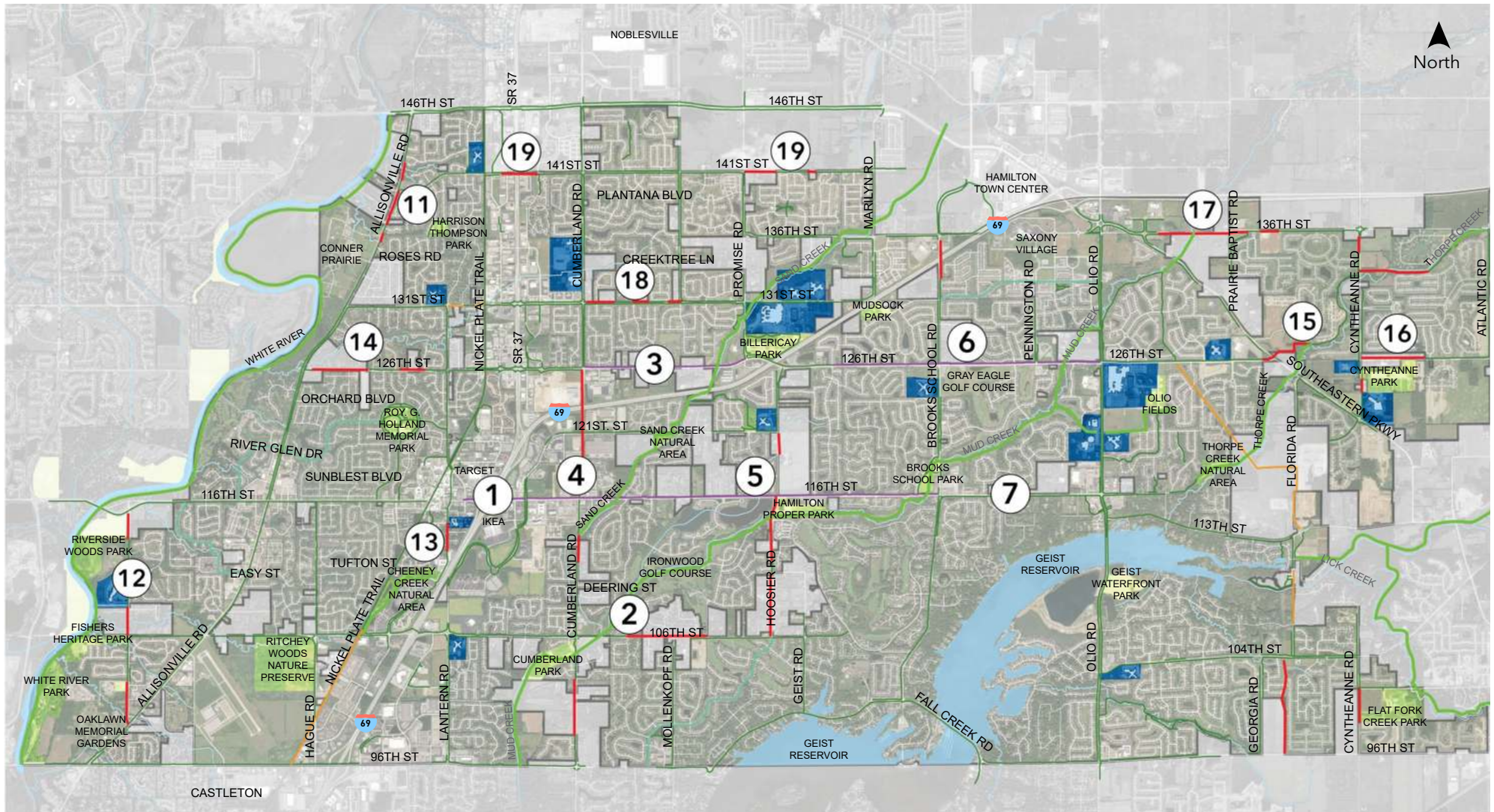


Path along Road



Nickel Plate District Signage

Proposed Facility Recommendations



Legend

- SCHOOLS
- PARKS
- EXISTING FACILITY
- RECOMMENDED FACILITY TO BE UPGRADED
- RECOMMENDED TRAIL TO FILL GAP
- NEW FACILITY IN PROGRESS
- RECOMMENDED SHARED LANE
- RECOMMENDED GREENWAY

Project Recommendations

Recommended projects are shown on the Facility Recommendations Map on the preceding page. Recommended projects include proposed trail connections to fill gaps in the existing network, recommendations for upgrades to existing facilities, and proposed shared lane roadways. New facilities that are currently being built are also illustrated on the adjacent map.

Recommended projects represented on the Facility Recommendations Map include:

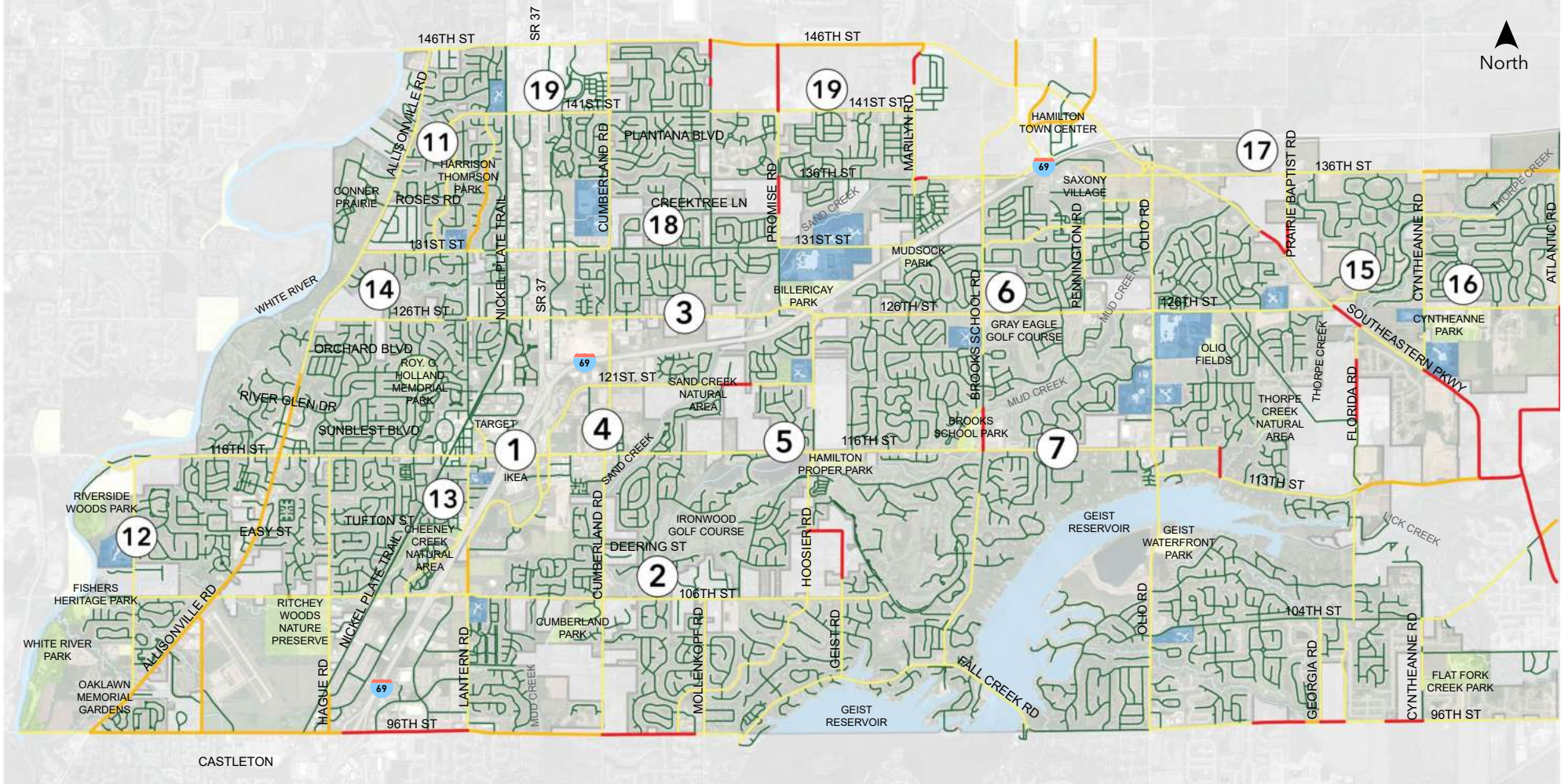
- ① 116th Street
- ② 106th Street
- ③ 126th Street
- ④ Cumberland Road
- ⑤ Hoosier Road
- ⑥ Brooks School Road
- ⑦ 116th Street
- ⑧ Enhanced Buffers
- ⑨ Improved Intersections
- ⑩ Nickel Plate Trail
- ⑪ Allisonville Road
- ⑫ Eller Road
- ⑬ Lantern Road
- ⑭ 126th Street
- ⑮ Thorpe Creek Greenway Extension
- ⑯ East 126th Street
- ⑰ East 136th Street
- ⑱ 131st Street
- ⑲ 141st Street



Bird's-Eye View of Thorpe Creek Greenway

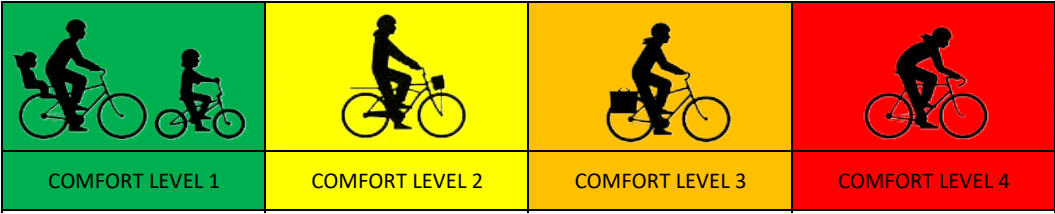
Each recommended project is shown in further detail on the following pages. It is important to note that the proposed recommended projects shown on the following pages have been designed at the master plan level and do not include an engineered design or land acquisition considerations.

User Comfort Level Map with Proposed Recommendations



Legend

- COMFORT LEVEL 1
- COMFORT LEVEL 2
- COMFORT LEVEL 3
- COMFORT LEVEL 4



Proposed User Comfort Level

The User Comfort Level Map shown on page 114, illustrates the comfort level of facilities within the city of Fishers when the proposed recommendations included in the following pages are implemented. This is the same analysis done in Chapter 3 - Biking and Walking Today which analyzed the comfort level of existing facilities. The same criteria used in Chapter 3 were utilized for the proposed recommendations comfort level analysis.

This analysis tool is important to understand when designing a low-stress network that meets the needs of users of all ages and abilities. The city will know it has been successful in designing this type of network when the User Comfort Level Analysis shows bike and pedestrian corridors across the city which have a comfort level of 1 or 2 with no segments along the corridors resulting in comfort level 3 or 4.



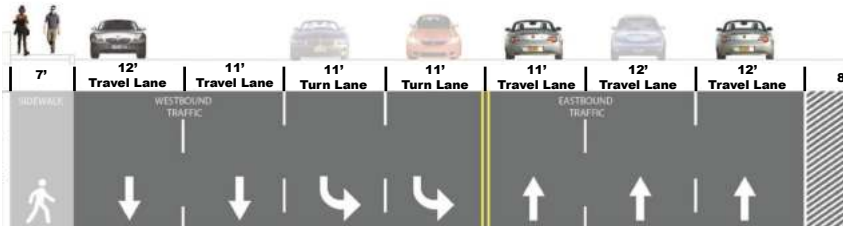
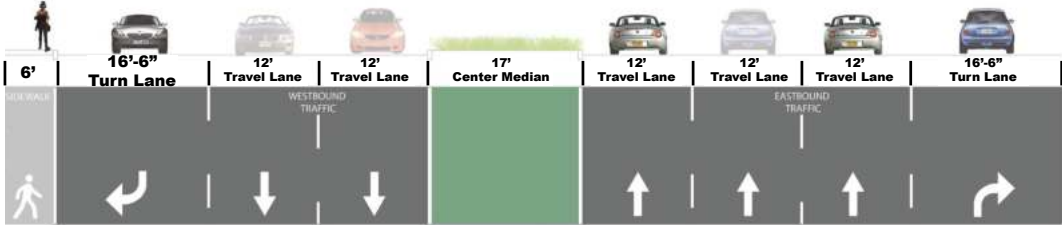
Bird's-eye View of Thorpe Creek Greenway

Nickel Plate District to Fishers District



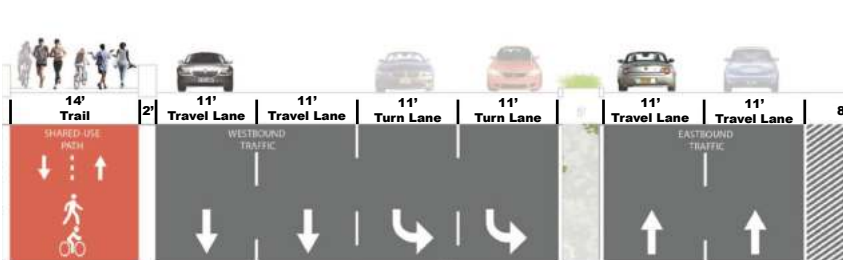
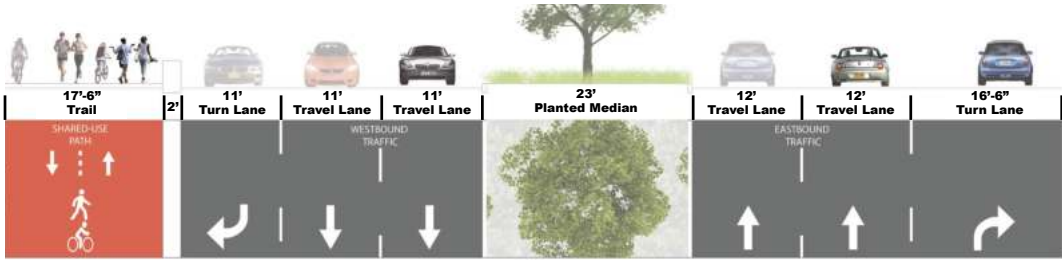
Section A

Section B



Existing Conditions

Existing Conditions



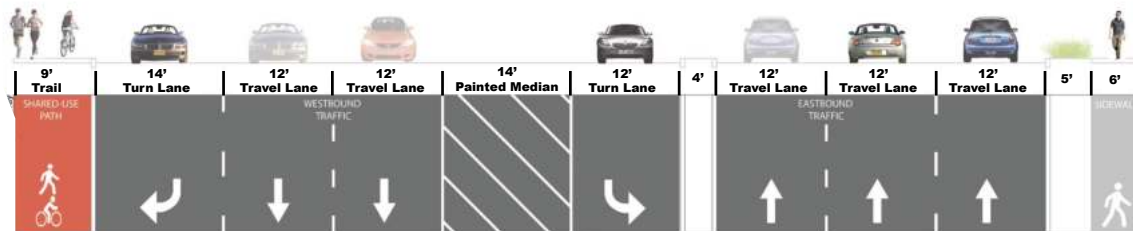
Recommended Improvements

Recommended Improvements

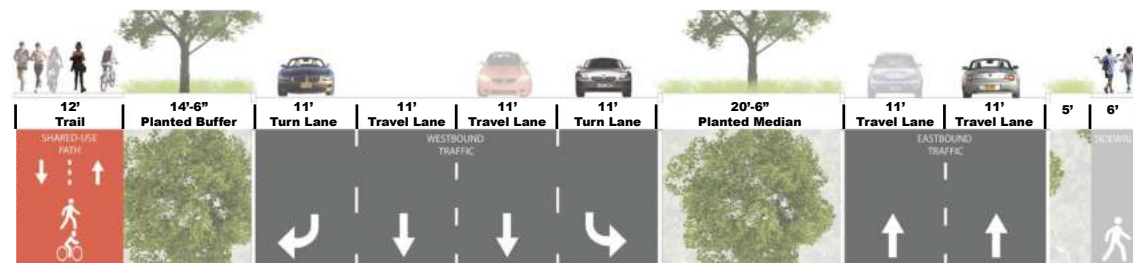
116th Street - Nickel Plate District to Fishers District



Section C



Existing Conditions



Recommended Improvements

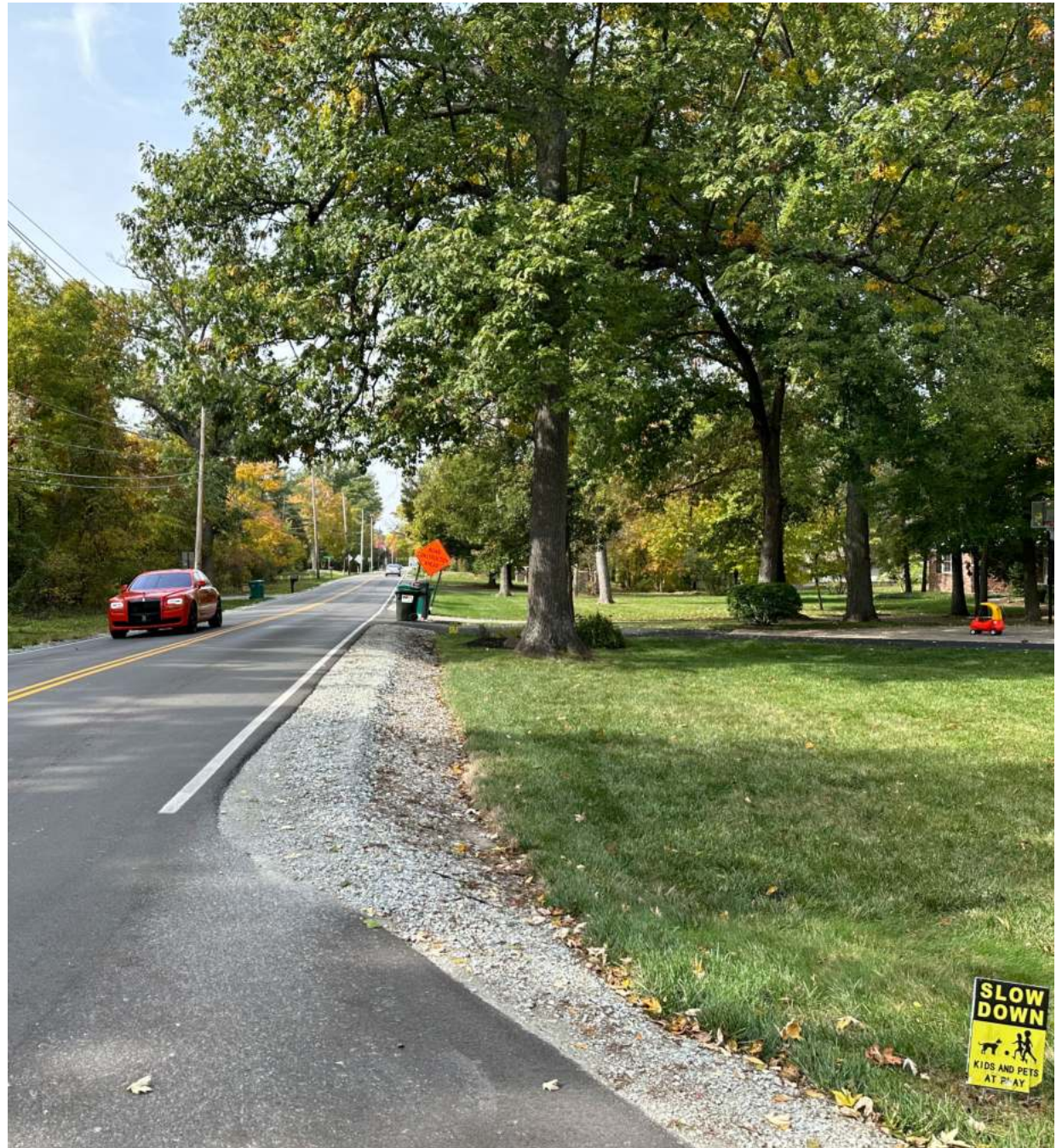
116th Street is a primary corridor for the trails and greenways network in Fishers. In addition, 116th Street provides the primary vehicular connection between the Nickel Plate District and the Fishers District. However, many residents are uncomfortable using the sidewalk on the north side of 116th Street on the bridge over the interstate. With many lanes of traffic and the need to negotiate a busy off-ramp for the interstate, the environment created by cars is not hospitable for cyclists or pedestrians. Many options were discussed for improved ways to connect the two districts with one concept shown to the left. The first step in determining which concept will create the best connection for bikes and pedestrians is for the city to conduct a feasibility study. The feasibility study will analyze the potential options to connect the districts while also considering costs for the project and potential coordination challenges. The feasibility study should also consider any proposed short-term or long-term plans for improvements to the interstate and any of the on/off ramps.

106th Street - Hamilton Pass

106th Street - Hamilton Pass to Fall Road

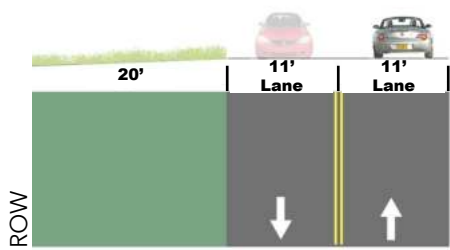
There is currently a gap in the trail along 106th Street between Hamilton Pass and Fall Road. The existing path is located along the north side of the road west of Hamilton Pass and on the south side of 106th Street just west of Fall Road near the Iron Pointe neighborhood.

Recommended improvements include placing a 12'-15' wide trail along the north side of 106th Street between Hamilton Pass and Fall Road to connect with the existing trail. New crosswalks will be needed at Hamilton Pass and Wildwood Drive. A mid-block crossing may be needed along this corridor to accommodate residents who live to the south of 106th Street. Portions of this proposed trail will be located directly adjacent to the roadway and will include a vertical barrier such as a fence or guardrail to separate trail users from the road. Landscape buffers are proposed where the right-of-way is wide enough to accommodate a buffer. Improvements are proposed to be implemented within the existing road right-of-way.

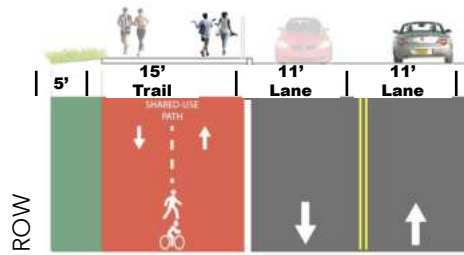


Gap in the trail along 106th Street

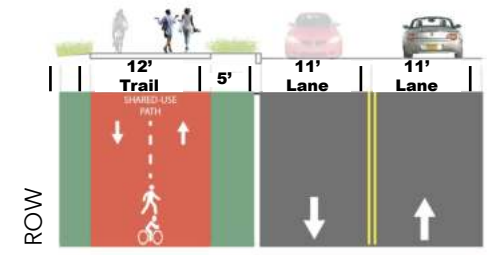
Proposed 106th Street - Plan View & Sections



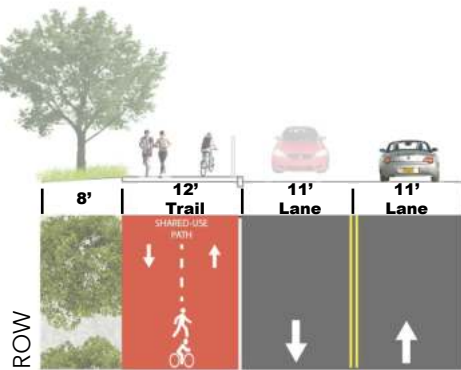
Existing Conditions



Recommended - Section "A"



Recommended - Section "B"



Recommended - Section "C"

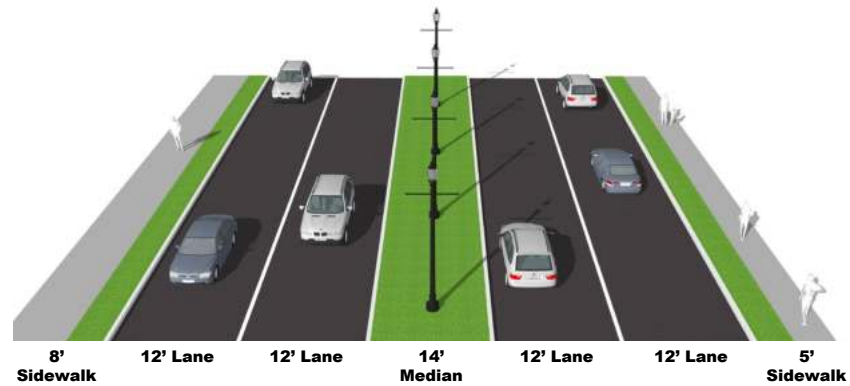


126th Street - Existing Trail Improvements

126th Street - Cumberland Road to Granite Ridge Circle

There is an existing path along 126th Street which is 8' wide. In most areas there is a 5-6' sidewalk on one side of the road with an 8' wide asphalt path on the opposite side of the road. In some areas, there is an 8' wide path on both sides of the road. The trail is located directly adjacent to 126th Street in some sections and has a small buffer in other sections. The proposed recommendations for 126th Street include widening the existing path on one side of the road to a 12' width and moving the trail in locations where the existing right-of-way will allow a larger landscape buffer. In areas where the right-of-way is not adequate to widen the trail and provide a landscape buffer, the trail is proposed to be widened with a vertical buffer between the road and path.

The proposed improvements for 126th Street are recommended to be considered as the existing pathway begins to show wear and tear and is in need of replacement or when new developments occur along the right-of-way and those projects can incorporate the improved pathways into their projects.



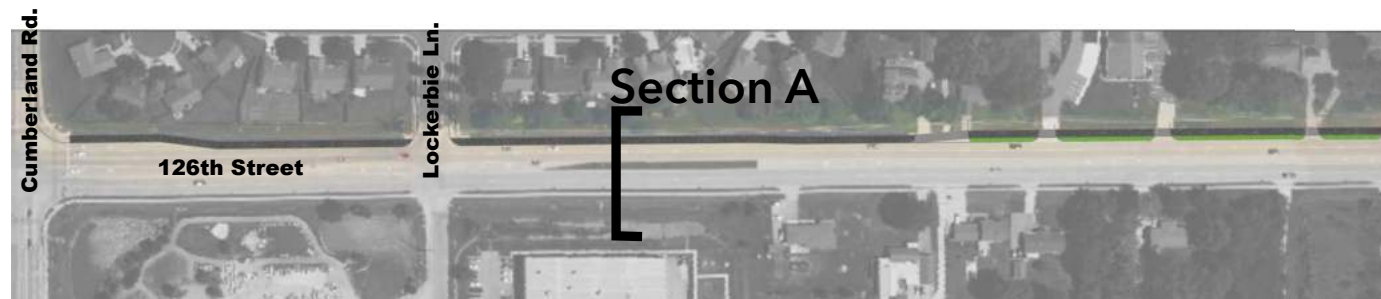
Existing Conditions

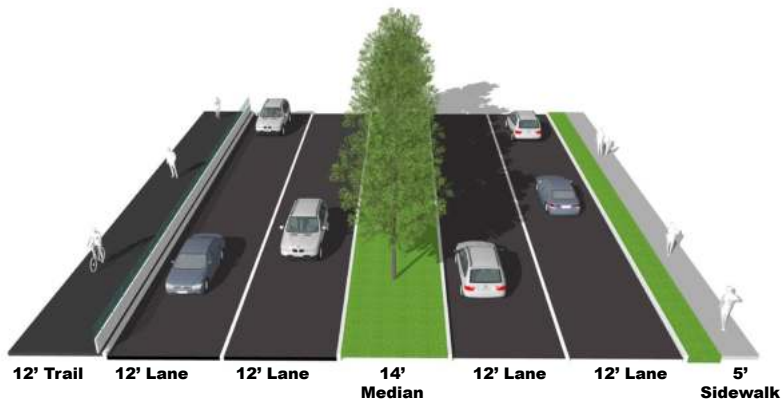


126th Street Existing Conditions



126th Street Existing Conditions





Recommended - Section "A"



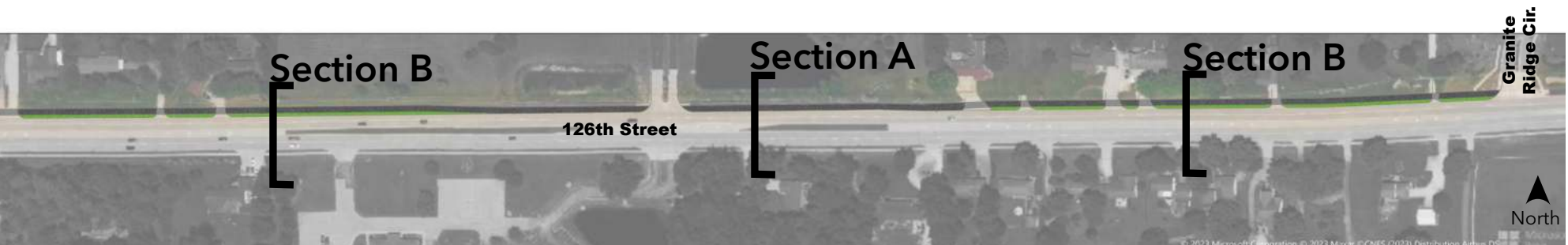
Recommended - Section "B"



126th Street Existing Conditions



126th Street Existing Conditions



Cumberland Road - Trail Gaps

Cumberland Road - 96th Street to 126th Street

Cumberland Road is identified as a primary pedestrian and bicycle corridor for the trails and greenways network in Fishers. This corridor provides important north/south connections for Fishers residents and connects with Noblesville to the north and cities south of Fishers. There are existing pathways along Cumberland Road with the exception of three gaps between 96th Street and 126th Street. The improvements proposed for 126th Street would close these gaps with an 8' path. Cumberland Road is one of seven crossings over Interstate 69 for the city. Creating a pathway connection along Cumberland Road over I-69 will connect north and south communities in roughly the center of the city. Filling the gaps in trails along Cumberland Road will connect many neighborhoods along the roadway and creates an important north/south corridor to compliment the east/west primary corridors.



Plan View

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH



Existing Conditions



Recommended Improvements

Hoosier Road - Trail Gaps

Hoosier Road - 106th Street to 126th Street

In the summer of 2023, the City of Fishers announced plans to build a community center on Hoosier Road just southeast of the intersection with 121st Street. The community center is proposed to include an indoor playground, aquatics center, and gymnasium. The community center will host many recreational programs and will be a key destination for residents once complete. The property where the community center will be located was just annexed into the city. This project will include development of a pathway along Hoosier Road to connect with existing pathways to the north and south of the proposed property.

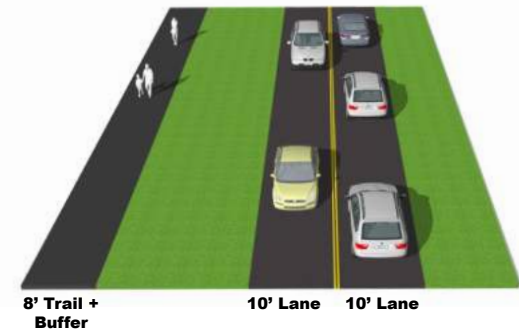
With completion of the trail as a part of the community center development along Hoosier Road, there will be one additional gap in the pathways along Hoosier Road between 116th Street and 106th Street. The proposed recommendations to the right show a 12' wide trail along the west side of Hoosier Road and will include replacing a small section of existing 8' wide trail.



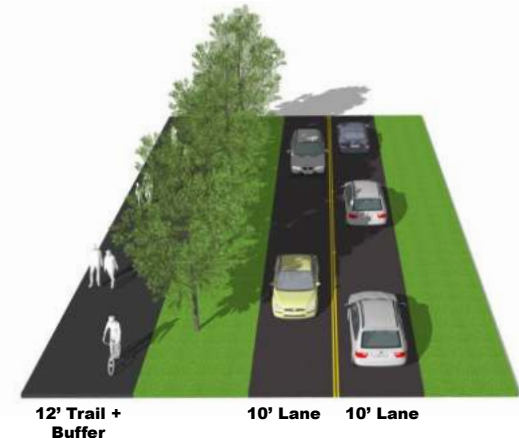
Plan View

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH



Existing Conditions



Recommended Improvements

Brooks School Road - Trail Gaps

Brooks School Road - 116th Street to 136th Street

Brooks School Road provides another important north/south connection and is designated as a primary corridor for trails and greenways in Fishers. There are existing pathways along the corridor, with some sections along neighborhoods having a path on both sides of the road. However, there are a few gaps in the trails creating disconnected paths. The most challenging pathway gap in this corridor is the bridge over I-69. The existing bridge is only sized for vehicular traffic and does not include a shoulder.

The recommended improvements along Brooks School Road include connecting the existing trails by adding a 12' wide path with a landscape buffer to match existing buffers. As the trails in this corridor need to be replaced, it is recommended that the trails be widened to 12' in width. As one of the primary corridors for bikes and pedestrians in Fishers, and with this corridor providing important connections to neighborhoods outside of city limits, this corridor has the potential to see increased use necessitating a wider path. Recommendations also include adding a pedestrian bridge adjacent to the road bridge over I-69.



Plan View

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH



Existing Conditions



Recommended Improvements

116th Street - Existing Trail Improvements

116th Street - Brooks School Road to Olio Road

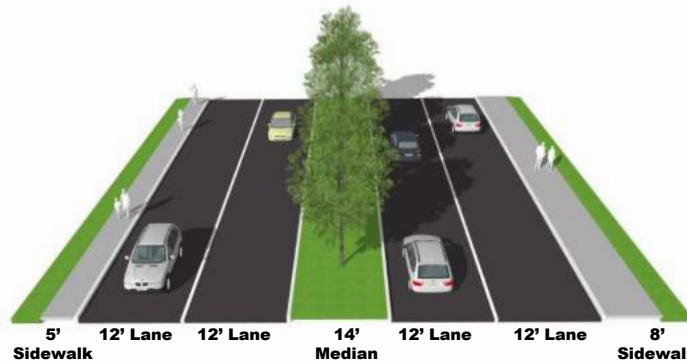
There are currently facilities on both sides of 116th Street between Brooks School Road and Olio Road. Facilities include a 5' sidewalk on the north side of the road and an 8' path on the south side of 116th Street. Both the sidewalk and the pathway are sometimes located directly adjacent to 116th Street and occasionally have a small to large buffer between the facilities and the road. The width of 116th Street and the traffic volume along this section of road have a direct impact on the comfort level of cyclists and pedestrians.

Proposed improvements include widening the path on the southern side of the road from 8' wide to 12' wide in areas with the majority of the trail in this section recommended to be 15' wide. Other recommended improvements include adding a vertical barrier such as a fence between the edge of the road and the pathway to increase the perceived comfort and safety of the path. Where there is adequate right-of-way, a landscape buffer will be included in the proposed improvements.

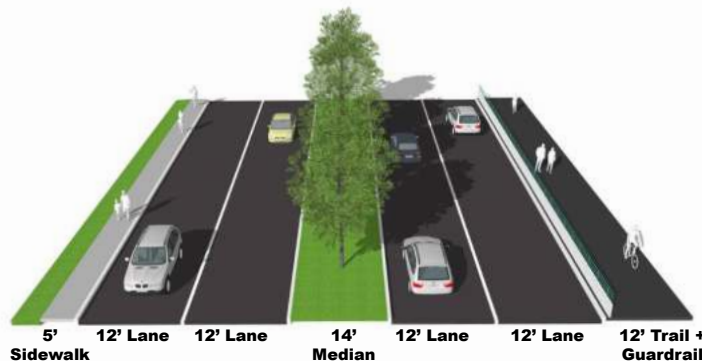


Legend

- EXISTING TRAIL/PATH
- RECOMMENDED TRAIL/PATH



Existing Conditions



Recommended Improvements

Trail Gaps

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH

Allisonville Road

The majority of the Allisonville Road corridor from 96th Street to 146th Street has sidewalks or shared use path. Many areas have facilities on both sides of the road. Proposed improvements will close the gap in existing facilities with an 8-10 foot wide shared use path.



Eller Road

Eller Road from Allisonville Road to 116th Street has a patchwork of shared use paths with several gaps. Proposed recommendations to complete trails in the existing gaps between pathways will connect trail users to schools, parks and neighborhoods.



126th Street

126th Street is identified as a primary corridor for the trails and greenways network. Recommended improvements along 126th Street will close the gaps with a 10 foot wide shared use path.



Trail Gaps

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH

Lantern Road

Lantern Road corridor is designated as a secondary corridor. Recommended improvements include providing a trail connection for the gap from Morgan Drive to Apple Drive.



Thorpe Creek Greenway Extension

There are existing sections of the Thorpe Creek Greenway behind Hunters Run Neighborhood. There is a gap between the existing greenway and Southeastern Parkway. Proposed improvements would extend the greenway to Southeastern Parkway and connect with trails along East 126th Street.



Trail Gaps

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH

126th Street

Proposed improvements shown to the right include implementing a new shared use path to connect with an existing shared use path from Cyntheanne Road to the city's east boundary. This will connect to the trails at Southeastern Elementary school to the south and the Thorpe Creek Greenway to the north.



136th Street

136th Street provides an important connection to communities on the eastern side of the city. There are a few existing stretches of shared use path which have been built as new communities are developed. Proposed improvements would fill the gaps in existing facilities creating a strong east/west connection for eastern areas of the city.



Trail Gaps

Legend

- EXISTING TRAIL/PATH
- - - RECOMMENDED TRAIL/PATH

131st Street

131st Street is a secondary corridor within the bicycle and pedestrian network. 131st Street has pathways along most of the corridor from Allisonville Road and Marilyn Road with the exception of a few gaps. The proposed recommended path shown for this project would fill two of these gaps.

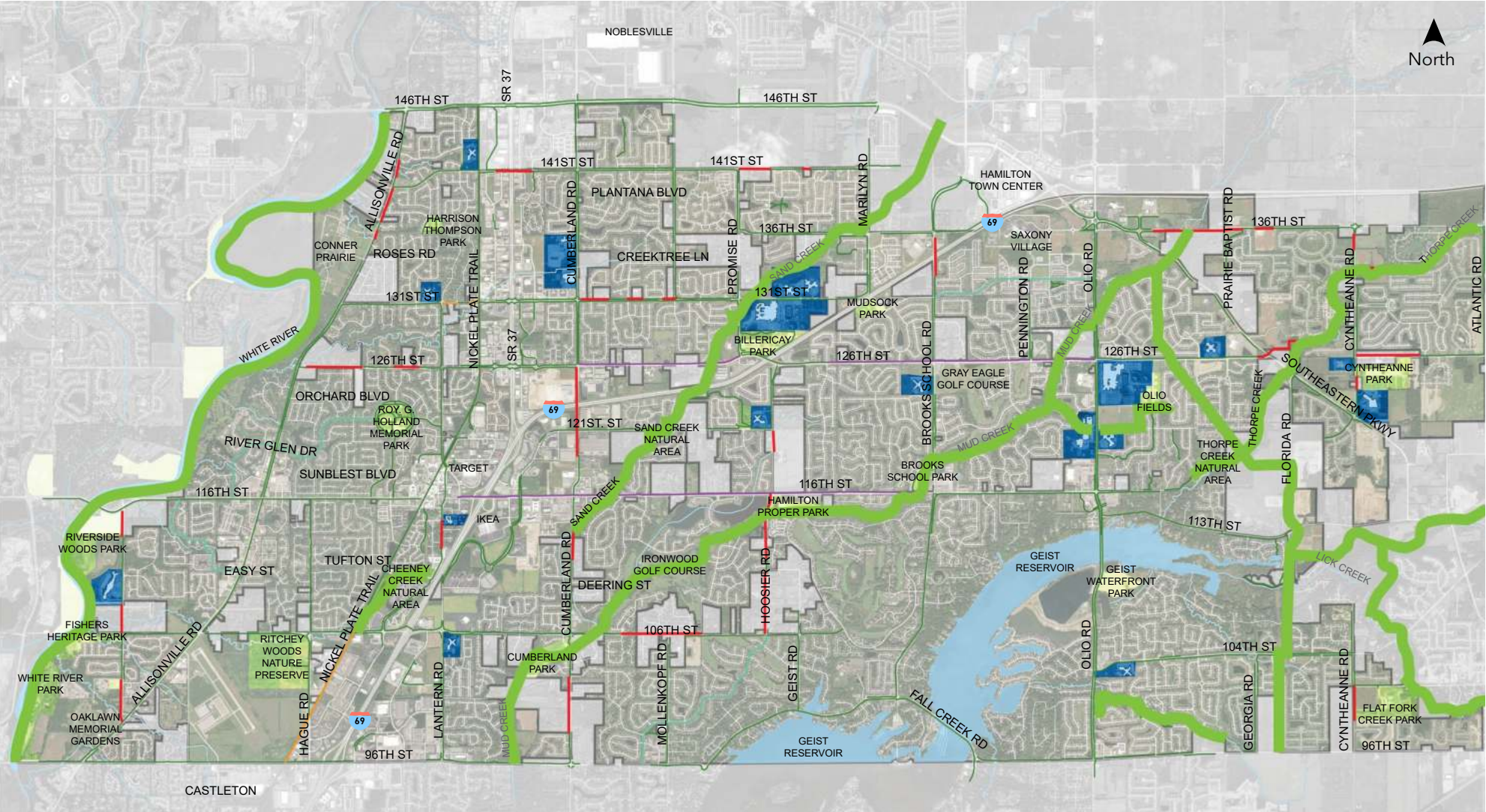


141st Street

Another secondary corridor for the city is along 141st Street. The missing pieces of pathway along 141st Street are located along parcels which are not a part of the incorporated city. However, providing pathways in these gaps will create another east/west connection between Allisonville Road and Marilyn Road.



Proposed Greenway Recommendations



Legend

- SCHOOLS
- PARKS
- EXISTING FACILITY
- RECOMMENDED FACILITY TO BE UPGRADED
- RECOMMENDED TRAIL TO FILL GAP
- NEW FACILITY IN PROGRESS
- RECOMMENDED SHARED LANE
- RECOMMENDED GREENWAY

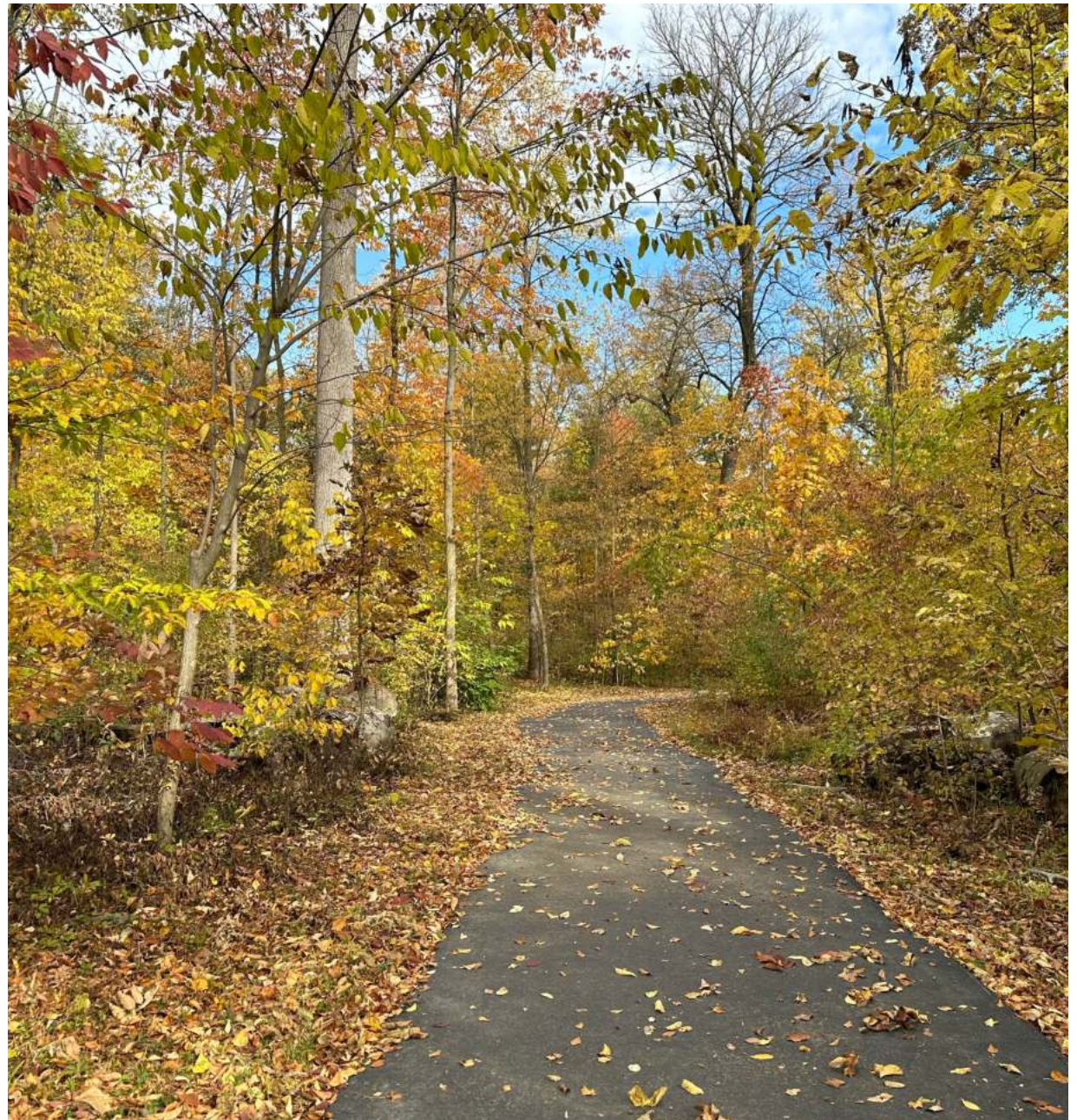
Proposed Greenways

The creeks and rivers in Fishers are some of the city's greatest assets and are considered a defining feature for the city. The city has begun construction of greenways along many of the creeks including the Thorpe Creek Greenway, Geist Greenway, and Mud Creek Greenway. The map illustrated on page 128 shows the potential impact that greenways can have on the city both through connecting neighborhoods with destinations but also as linear parks following some of the city's most beautiful corridors. Although considered long-term projects, opportunities to expand the greenway network should continue to be evaluated by the city and prioritized when available.

Proposed Greenways include:

- Thorpe Creek Greenway
- Mud Creek Greenway
- Sand Creek Greenway
- White River Greenway
- Lick Creek Greenway
- Flatfork Creek Greenway
- Completion of Geist Greenway

As the greenways are developed, the city has the opportunity to incorporate the addition of natural areas to the parks network and the potential to restore and preserve habitat along the natural corridors.



Existing Trail in Silverton Neighborhood

Enhanced Buffers - Various Locations

Enhanced Buffers

Landscape and vertical buffers can have a big impact on the comfort level and perceived safety of a trail or pathway. Trail users will select routes with facilities that are separated from the road over those that are directly adjacent to the roadway. Many families will avoid corridors with facilities located directly adjacent to the roadway because of safety concerns, especially those with young children. Families that use these same facilities will often hug the side of the trail furthest from traffic or will have their kids walk their bikes. In addition, landscape buffers can accommodate street trees which create a more pleasant experience for trail users.

The proposed recommendations to the right illustrate the effect that different buffer types can make for facility comfort. The improvements shown for each of the corridors could increase the comfort level of existing facilities and create lower stress environments for trail users potentially increasing the use of the existing facilities. Each of the corridors shown provide important connections across the city.



Before
96th Street



After



Before
Olio Road



After



Before
121st Street



After

Trail and Pathway Crossings



Existing Intersection with Pedestrian Crossing at Cyntheanne Park entrance

Enhanced Intersection Treatments

Historically, the City of Fishers has installed sidewalks on one side and a shared use path on the other side of the major thoroughfares through the city. Although cyclists are permitted to ride on sidewalks, these facilities can be narrow and don't always accommodate families with parents who may need to ride closer to their children. With wider pathways on one side of the road, crossing these major thoroughfares may be needed for families to utilize the facilities along these corridors. In these situations, the roadway crossings, either at intersections or mid-block, can be considered a high-stress segment of a corridor. With proper signage,

and careful design, improvements can be made to intersections to increase the safety and comfort level of trail users who are crossing roadways. Improvements can include lighting, enhanced crosswalk markings, trail and roadway signage, and raised crosswalks.

Mid-block crosswalks are road crossings located between intersections. Mid-block crossings should not be located everywhere but can help to connect trail users from one side of the road to the other, especially along roadways with intersections that are spaced further apart. Mid-block crossings can have drawbacks including disrupting the flow of vehicular traffic, drivers don't always yield to pedestrians, and pedestrians may not always have visibility. Pedestrians can assume a false sense of



Existing trail dead ends on to E 136th Street

security when using mid-block crosswalks and may not exercise the same caution as they would at intersections. Mid-block crosswalks may confuse drivers which can contribute to unsafe driving behaviors.

Policy & Program

The City of Fishers has established a comprehensive set of bike and pedestrian policies and programs to foster a safe and accessible environment within the city which is a testament to the city's dedication to creating a network that meets the needs of users of all abilities. As biking and walking become more popular, and cities begin to understand user patterns, policies may need to be revised and programs added to meet these changing needs.

The policy and programs recommended as a part of the trails and greenways plan are intended as a blueprint for guiding municipal decision-makers, planners, and community stakeholders in the development and implementation for effective bike and pedestrian policies and programs. By embracing a multi-faceted approach that combines infrastructure and enhancements, public awareness campaigns, and policy advocacy, cities can create a vibrant and interconnected network that encourages active transportation and ensures the safety and comfort of all road users.

A common metric used to develop programs and policies involves using the 5 E Framework developed by the League of American Bicyclists. The 5 E Framework provides a roadmap for improving conditions for bicycling and guidance to help make a community's

vision for a better, bikeable community a reality.

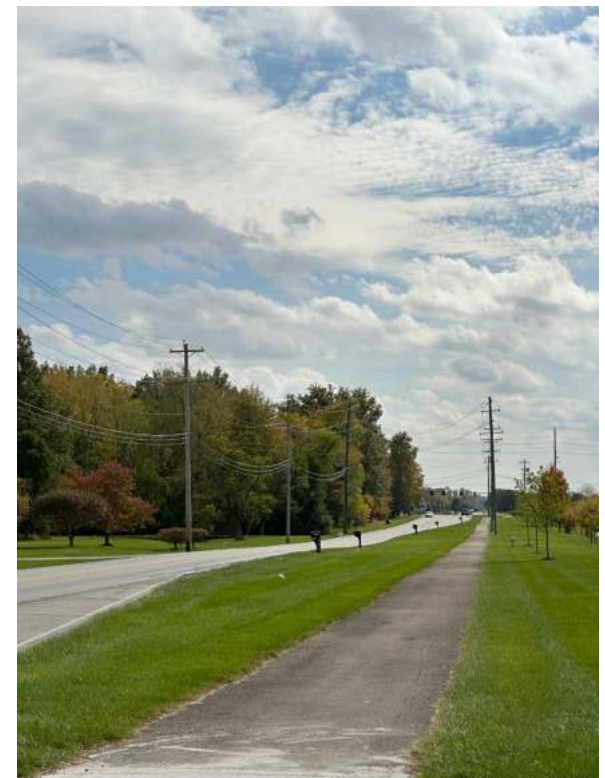
The 5 E Framework for bike and pedestrian initiatives is a comprehensive approach designed to address the multifaceted challenges and opportunities related to trails and greenways. Acknowledging the increasing importance of creating safe, accessible, and sustainable environments for cyclists and pedestrians, the 5 E Framework encompasses five key elements:

- Equity & Accessibility
- Education
- Encouragement
- Engineering
- Evaluation and Planning.

By integrating these components, the framework aims to promote holistic and effective strategies that enhance the safety, convenience, and overall experience of walking and cycling in communities. From fostering a culture of awareness and compliance to implementing infrastructure improvements and ongoing assessment, the 5 E Framework provides a strategic blueprint for creating environments where active transportation is not only encouraged but flourishes as a vital and integral part of urban and suburban life. This framework serves as a valuable guide for planners, policymakers, and

community advocates committed to fostering a more sustainable and pedestrian- and cyclist-friendly future.

General recommendations for existing policy and planning document revisions is summarized below followed by policy and program recommendations organized around the 5 E Framework.



Existing trail along Brooks School Road

Comprehensive Plan Recommendations

Chapter 4 of the Comprehensive Plan includes recommendations for transportation needs for vehicles, pedestrians, and cyclists. Recommendations focus on six main elements from the Transportation Plan and the Bicycle and Pedestrian Master Plan. This chapter of the comprehensive plan should be updated to reference recommendations included in the Trails and Greenways Report including updates to the primary corridors map and recommended facility improvements map.

Unified Development Ordinance

The City of Fishers Unified Development Ordinance (UDO) was updated in 2018 and guides land development and zoning practices for both the public and private sectors. The UDO includes several provisions for bicycle and pedestrian accommodations including requirements for bicycle parking. Section 6.10.6 gives specifics for parking quantities and placement.

Recommended Changes to the UDO include:

- Increase the minimum number of bicycle parking spaces to one bicycle per 20 vehicle parking spaces (currently 30).
- Require that bike racks are within 120 feet of the entrances to buildings they are serving.

Corridor Plans

Conceptual corridor plans have been prepared for select roadways throughout the City of Fishers. These plans were created to anticipate long-range transportation needs and to provide for improved travel options for bicycles and pedestrians. Corridor plans can be found in the Comprehensive Plan and include the following corridors:

- Allisonville Road
- Atlantic Road
- Brooks School Road
- Cumberland Road
- Cyntheanne Road
- Fall Creek Road
- Florida Road
- Georgia Road
- Hague Road
- Hoosier Road
- Lantern Road (two-lane)
- Lantern Road (four-lane)
- Olio Road
- Southeastern Parkway
- State Road 37
- USA Parkway
- 96th Street
- 96th Street (Interstate 69)
- 104th Street
- 106th Street
- 106th Street (Interstate 69)
- 116th Street
- 126th Street
- 136th Street (two-lane)
- 136th Street (four-lane)

Equity & Accessibility Recommendations

The goal of equity policies is to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, and gender. Accessibility refers to improving and increasing access and mobility options for everyone, including for people with disabilities.

Equitable Access: eliminate barriers that disproportionately affect certain demographic groups, ensuring that all individuals have equal access to the benefits of bicycling. This includes addressing disparities in infrastructure development, resources, and opportunities related to cycling.

Policy Advocacy: implement policies that prioritize equity in transportation planning and infrastructure development to supports equitable access to cycling facilities and resources.

Recommended policies and programs for underrepresented groups include:

- Make bicycles available to individuals who do not own them through bicycle share program.
- Develop safety initiatives to reduce fatalities and injuries

among high-risk groups as indicated by crash and injury data trends, including children, older adults, and inexperienced cyclists.

- Integrate culturally relevant pedestrian and bicycle safety programs into local traffic safety injury prevention initiatives.
- Provide culturally relevant materials and resources to promote pedestrian and bicycle safety education programs.
- Identify and address specific audiences to educate on the benefits of walking and biking.
- Prioritize facility development in areas where car ownership is low and residents are doing most of their travel by foot or bike.
- Foster inclusive public involvement by empowering traditionally underserved community members to have their opinions heard.
- Share information and announcements regarding bicycle and pedestrian facilities and programs in ways that people receive information including posting fliers and using social media.



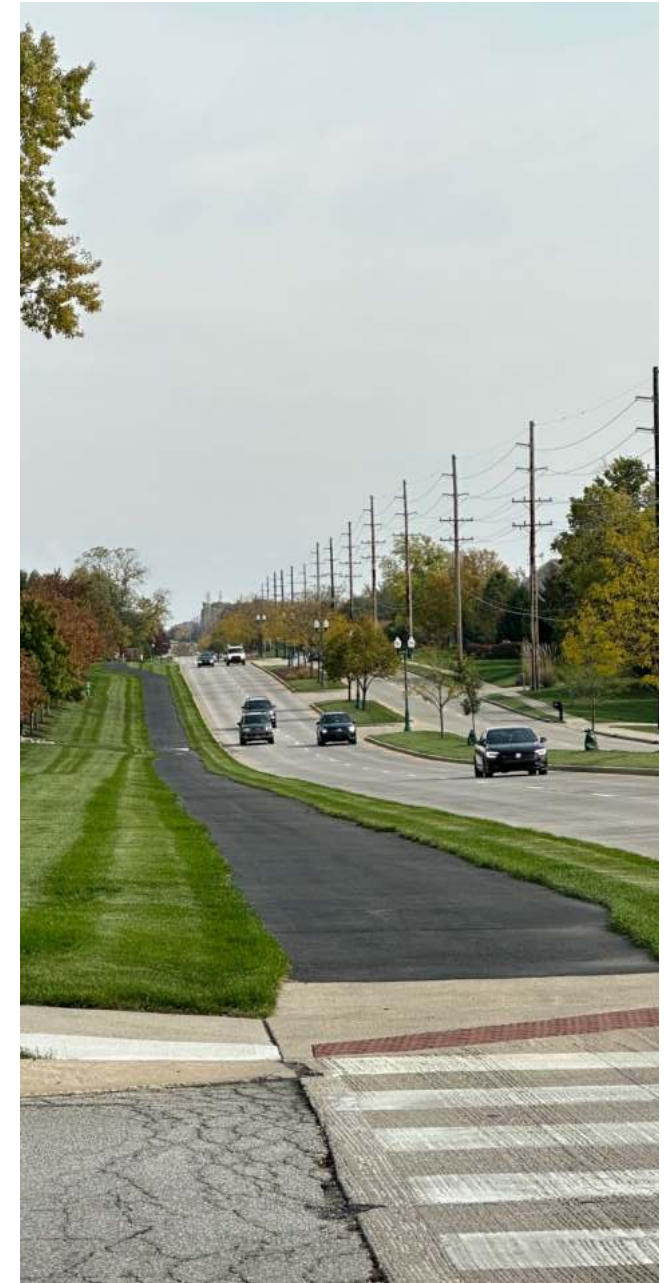
Eller Road

Engineering Recommendations

The Engineering component focuses on creating and maintaining infrastructure that supports safe and efficient bicycle and pedestrian transportation. This includes the design and construction of bike and pedestrian facilities that enhance safety and accessibility for users. The following engineering policy statements were developed to address the primary engineering challenges that are faced in Fishers. Many of the following policies are currently being utilized by the City of Fishers.

- Follow the Complete Streets process to facilitate biking and walking in Fishers.
- Use nationally-recognized design guidelines including AASHTO and NACTO, when designing on-street bikeways.
- Utilize national and international best practices and guides for path design including AASHTO Guide for the Development of Bicycle Facilities, NACTO Guide, MUTCD, and CROW Design Manual.
- Design all paths with a minimum speed of 15 miles per hour.
- Design all paths with a minimum width of 10 feet.
- Design all paths with necessary regulatory and warning signage.

- Design all paths with a minimum cross-slope of 2%.
- Design all paths with a minimum grade of 8 percent.
- Design path and sidewalk street crossings that are safe and easy to understand.
- Replace curb ramps as a part of reconstruction and resurfacing projects in accordance with the ADA Transition Plan.
- Consider the needs of all trail users including those with physical disabilities (wheelchairs, visually impaired, other mobility disabilities)
- Design highly-visible crosswalks that are free of obstructions.
- Design roundabouts that are safe and easy to navigate.
- Work with businesses and land owners to retrofit bicycle parking into existing development.
- Adequately maintain bicycle and pedestrian infrastructure on a regular basis to encourage commuter traffic.
- Provide prompt maintenance of potholes and other pavement damage.
- Repaint bikeway and crosswalk markings before they fade.



116th Street

Education Recommendations

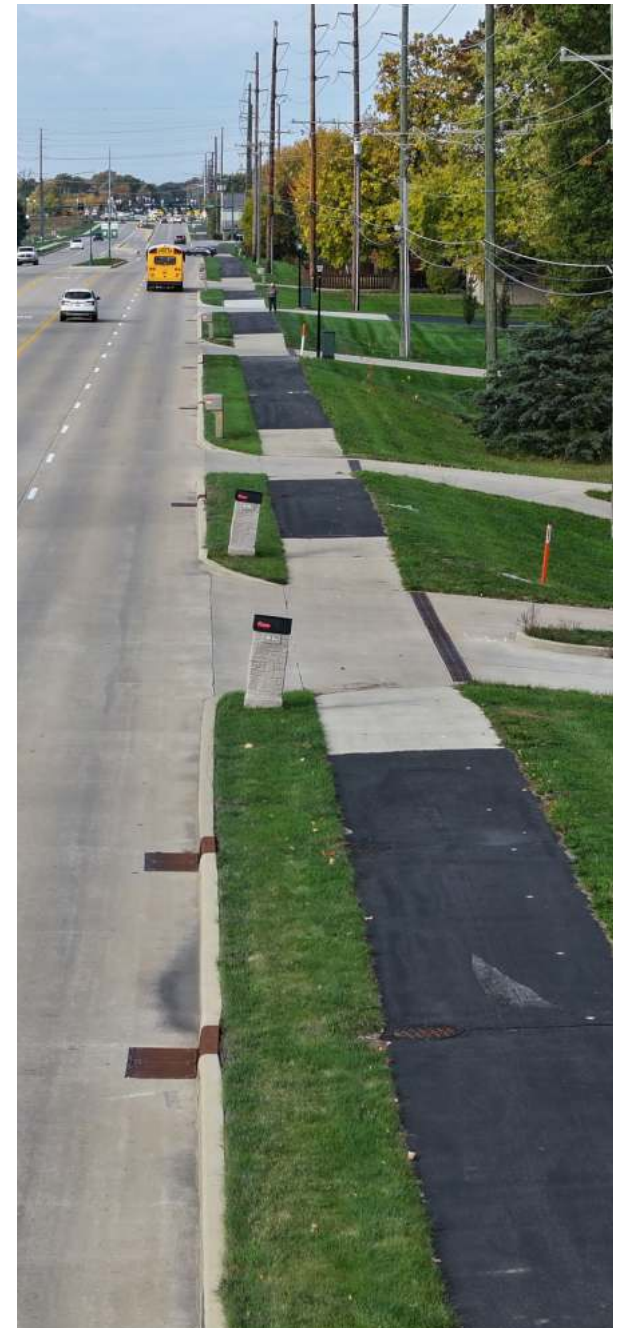
The Education element emphasizes the need for educating all road users, including cyclists, motorists, and pedestrians, about safe and responsible behavior on the roads. This involves developing educational programs, campaigns, and materials to raise awareness about the rights and responsibilities of cyclists, as well as promoting a culture of mutual respect among all road users.

The City of Fishers education policies range from media campaigns to practical training, and safety programs. In October of 2023, the Fishers Fire and Emergency Services teamed with the Indiana Department of Transportation to provide elementary school students in Hamilton Southeastern schools with bicycle helmets. The Fishers Bicycle Awareness Campaign is hosted by Fishers Police during the summer season. Fishers also hosts Fishers Safety Day which includes a bicycle rodeo to teach kids about safe cycling.

Additional Education Policy Recommendations include:

- Continue to partner with organizations on bicycle education events such as bicycle rodeos and other activities.

- Emphasize the importance of bicycle and pedestrian safety concepts in new driver education.
- Develop social media campaigns to educate drivers, bikers, and walkers about responsibly “sharing the road” and following traffic laws.
- Provide educational information on how bicyclists, pedestrians, and motorists should use roundabouts.
- Provide educational information on how bicyclists, pedestrians, and motorists should use the Nickel Plate Trail road crossings.
- Utilize existing resources such as the Federal Highway Administration Safer Journey website and Bicycle and Pedestrian Campaign Planning Guides.
- Promote proper and legal riding practices and the proper use of helmets to reduce injuries in cyclists.

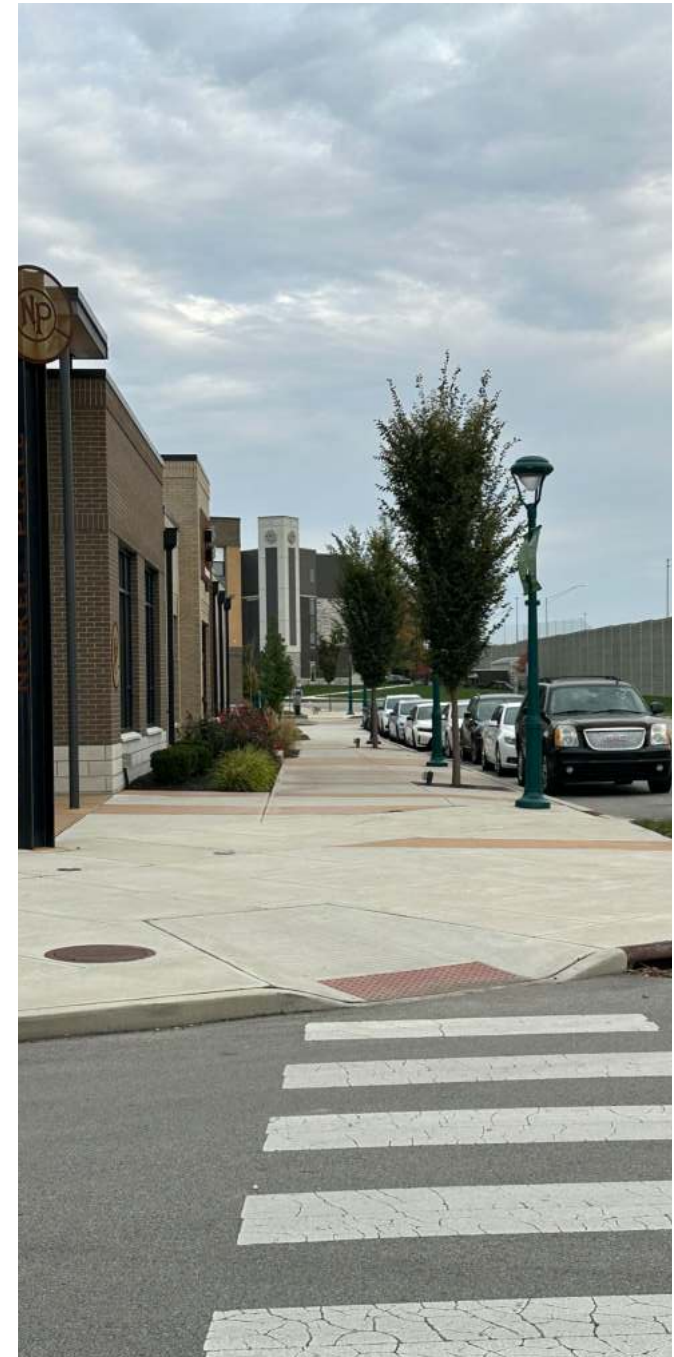


Nickel Plate Trail

Encouragement Recommendations

Encouragement involves fostering a positive and supportive culture around cycling. This component aims to promote the benefits of cycling, both in terms of personal health and environmental impact, and encourages people of all ages and backgrounds to take up biking or walking as a mode of transportation.

- Develop a program for children to walk to school under adult supervision.
 - Sponsor and support local family-friendly events that promote bicycling or walking.
 - Develop and publicize an online interactive bicycle and pedestrian user map showing existing facilities, mileage to common destinations, and identification of the type or difficulty of a trail.
 - Host community bike rides or walks.
 - Coordinate with local businesses to encourage wellness programs.
 - Collaborate with bicycling and walking organizations to develop new programs and activities to encourage more walking and biking.
- Establish a pedestrian and bicycle safety advisory task force to organize and generate broad-based support for pedestrians and bicycle programs.



Existing Sidewalk on Lantern Road

Evaluation and Planning Policy Recommendations

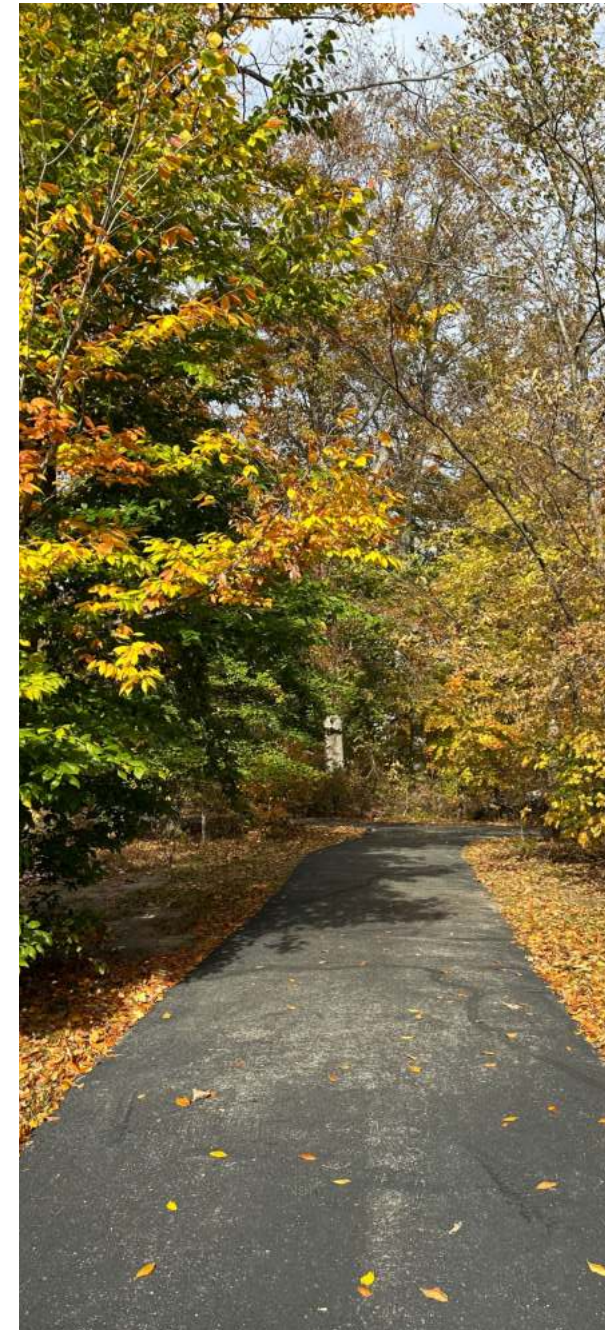
The Evaluation and Planning element involves ongoing assessment and strategic planning to gauge the effectiveness of existing policies and programs. This includes collecting data on cycling patterns, safety records, and public feedback, which can inform future planning and decision-making. Regular evaluation helps refine strategies, address emerging challenges, and adapt to the evolving needs of the community.

Evaluation and Planning Policy Recommendations include:

- Continue to conduct annual bicycle and walking counts throughout the city to measure usage of facilities and growth in these modes of travel.
- Conduct regular problem identification and evaluation activities to determine pedestrian and bicyclists injury and crash trends and implement countermeasures..
- Apply for the bronze level award for “Bicycle Friendly Community” from the League of American Bicyclists.
- Apply for the bronze level award for “Walk Friendly Community” from the Pedestrian and Bicycle

information center sponsored by the U.S. Department of Transportation.

- Develop and maintain a Capital Improvement Budget for trails and greenways.
- Develop and maintain a budget to maintain and replace existing trails and greenways.
- Consider creating the position of bicycle and pedestrian coordinator or assigning the duties to existing staff.
- Maintain awareness of trends in pedestrian and bicyclist use at the national level and how this might influence new priorities for biking and walking in Fishers.
- Ensure that evaluation results are used to identify problems, plan new programs, and improve existing programs.

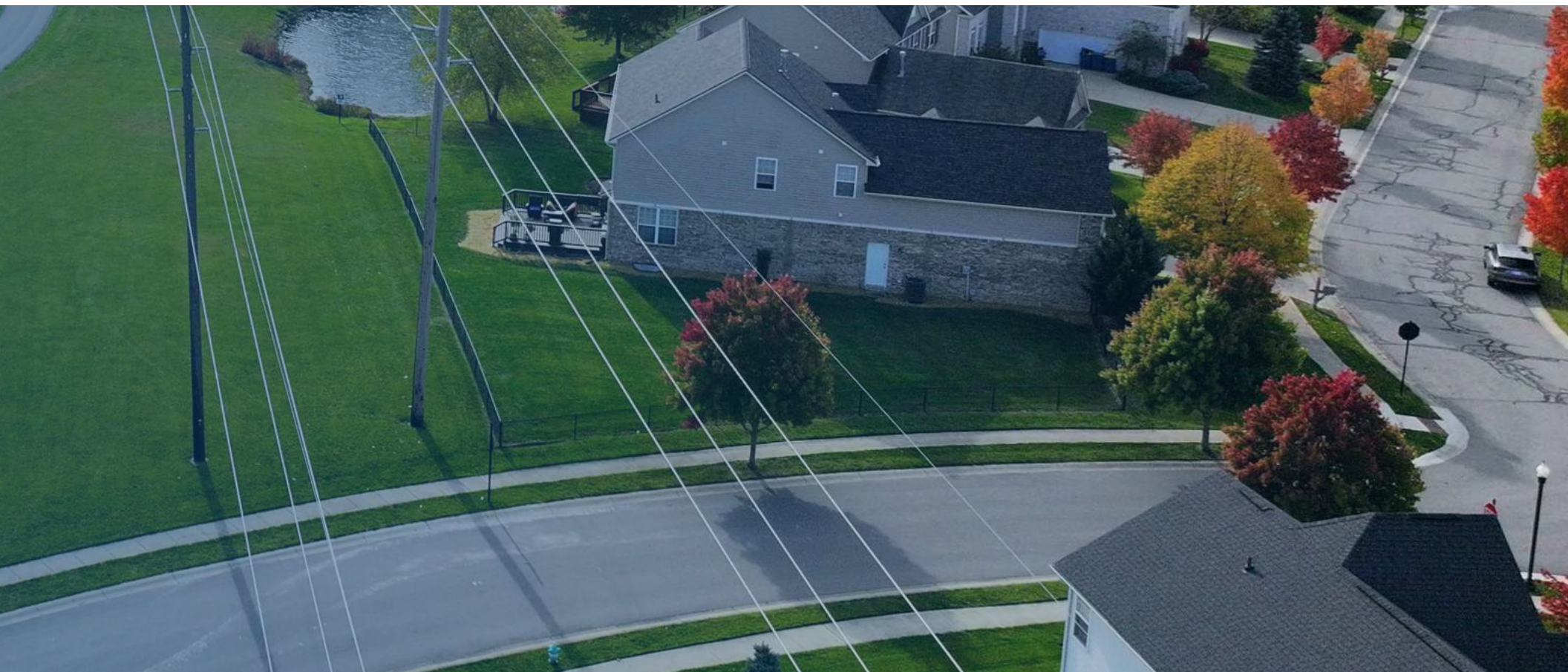


Existing Trail in Silverton Neighborhood





Chapter 7 - Implementation



Action Plan

The recommended projects for the Trails and Greenways Report will be implemented over time as resources are available. There are many factors that go into prioritizing proposed projects including budget constraints, grant cycles, private funding sources, user demand, and community support. The goals and objectives of this study were utilized to prioritize an implementation strategy for proposed recommendations and improvements.

Create primary pedestrian thoroughfares to connect Fishers:

Trails and greenways that create easily connected and desirable pedestrian thoroughfares should be prioritized.

Complete gaps in the existing network:

Recommendations that complete gaps in the network leverage existing facilities and provide connections to existing amenities.

Connect existing greenways with residential areas, employment centers, parks, and public spaces:

Potential projects would interconnect parks and protect natural habitats, but also improve accessibility by establishing connections between existing greenways, residential areas, employment centers, and destinations.



Pedestrian Seating Area at Geist Reservoir

Develop safe roadway crossings to create a more inviting and comfortable network of facilities:

Prioritized projects meeting this goal would include intersection improvements (pavements markings, signage, lighting). Additionally, educational programs or initiatives would meet this goal.

Create a network of facilities that meets the needs of the city's most cautious and vulnerable users:

Meeting this goal would include projects that enhance landscaping and buffers between motorists and pedestrians/ bicyclists, calm traffic speeds, and prioritize areas of the City that are most vulnerable to limited trail access or areas that can be used by children or those aging-in-place.

Identify priority projects for the next 5-10 years to create the best connections for the city:

There are many factors that weigh into decisions concerning sequencing of implementation including availability of funds, the funding source, user needs, land ownership and political will. This chapter provides a general introduction to these tasks.



Nickel Plate Trail

Implementation Considerations

The priority action plan provided on the following pages includes a recommended strategy for implementing the proposed projects over the next several years. However, the City will need to continue to adjust which projects are prioritized based on the latest conditions and funding sources available.

In addition to meeting the goals of the study, the potential recommendations should also consider other factors, which may include the following:

- Implementing proposed facilities on publicly owned land first.
- Coordinating proposed facilities associated with other public or private improvements such as new developments or roadway improvements.
- Prioritizing trail segments which complete existing links between neighborhoods and key destinations.
- Evaluating funding availability.
- Determining ease of construction and construction costs to inform prioritization of projects.

The chart on the next page illustrates how the proposed recommendations respond to the goals of the Trails and Greenways Report. The proposed recommendations will meet the needs of the most vulnerable users and may include development of intersection improvements along with the proposed corridor project.

The implementation strategy includes strategies for actionable recommendations for short-, mid-, and long-range projects. Projects listed in the short-term category are considered high priorities and should be planned to be completed in the one to three year range. Projects listed in the mid-term category should be planned to be completed in the four to five year range. Projects listed in the long-term category are planned to be completed in the five to ten year range.

Prioritization & Plan Goals								
Potential Projects		Create Pedestrian Thoroughfares	Complete Gaps in the Existing Network	Connect existing greenways with amenities	Develop safe roadway crossings	Meets the needs of the cities most vulnerable users	Ease of construction and cost of implementation	Overall Impact
	116th St.	●	●	●	●	●		●
	106th St.	●	●	●		●		●
	126th St.	●	●	●		●		●
	Cumberland Rd.	●	●		●	●		●
	Hoosier Rd.	●	●			●		●
	Brooks School Rd	●	●	●	●	●		●
	Nickel Plate Trail	●		●		●		●
	Allisonville Rd.		●		●	●		
	Eller Rd.		●			●	●	
	Lantern Rd.		●			●	●	
	Thorpe Creek Greenway		●	●		●		
	East 126th St.		●			●	●	
	East 136th St.		●			●	●	
	131st St.		●	●	●	●	●	●
141st St.	●	●	●	●	●	●	●	

Priority Action Plan

Projects listed in the short-term category are considered high priorities and should be planned to be completed in the one to three year range. Projects listed in the mid-term category should be planned to be completed in the four to five year range. Projects listed in the long-term category are planned to be completed in the five to ten year range.

Short-Term Recommendations \$ = \$100,000 to \$500,000, \$\$ = \$500,001 to \$1,000,000, \$\$\$ = \$1,000,001 to \$2,000,000, \$\$\$\$ = 2,000,001 to \$8,000,000					
Project	Description	From	To	Miles	Cost
Nickel Plate District/Fishers District Connection	Feasibility Study				\$
106th Street	Trail	Hamilton Pass	Fall Road	0.61	\$\$
Cumberland Road	Trail	96th Street	126th Street	1.35	\$\$\$\$
Hoosier Road	Trail	106th Street	126th Street	1.28	\$\$\$
Eller Road	Trail	Allisonville Road	116th Street	1.07	\$\$\$
126th Street	Trail	Allisonville Road	Lantern Road	0.74	\$\$\$
Lantern Road	Trail	Morgan Drive	Moll Drive	0.12	\$
E 136th Street	Trail	Southeastern Parkway	Atlantic Road	1.82	\$\$\$\$

Mid-Term Recommendations

\$ = \$100,000 to \$500,000, \$\$ = \$500,001 to \$1,000,000, \$\$\$ = \$1,000,001 to \$2,000,000, \$\$\$\$ = 2,000,001 to \$8,000,000

Project	Description	From	To	Miles	Cost
Allisonville Road	Trail	Providence Drive	Rose Road	0.44	\$\$
Thorpe Creek Greenway	Greenway	Greenway End	Southeastern Parkway	0.22	\$
Brooks School Road	Trail	116th Street	131st Street	0.79	\$\$\$
E 126th Street	Trail	Cyntheanne Road	Atlantic Road	0.55	\$\$

Long-Term Recommendations

\$ = \$100,000 to \$500,000, \$\$ = \$500,001 to \$1,000,000, \$\$\$ = \$1,000,001 to \$2,000,000, \$\$\$\$ = 2,000,001 to \$8,000,000

Project	Description	From	To	Miles	Cost
Hague Road	Trail	Nickel Plate Trail	96th Street	0.14	\$
Sand Creek Greenway Extension	Greenway				\$\$\$\$
White River Greenway	Greenway	South City Limits	North City Limits	6.50	\$\$\$\$

Funding Opportunities

Where to Start

The City will need many funding sources for the trails and greenway improvements and will need to capitalize on partnerships, in-kind matches, and other non-traditional opportunities to implement the Plan. Funding the physical improvements will mostly come from traditional transportation sources, through Federal, State and City capital programs. Certain designated programs that are part of the Federal Transportation Program may be particularly important for implementing trails and greenway plan recommendations. Federal funding programs may change when new authorization is passed by Congress. This may open up new or restrict existing opportunities for funding trails and greenway improvements. The following section provides an overview of funding sources that should be utilized.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program was implemented into law in October of 2021 as a part of the Bipartisan Infrastructure Law (BIL) and replaces the STBG Grant Program implemented as a part of the FAST Act dated March 7, 2016.

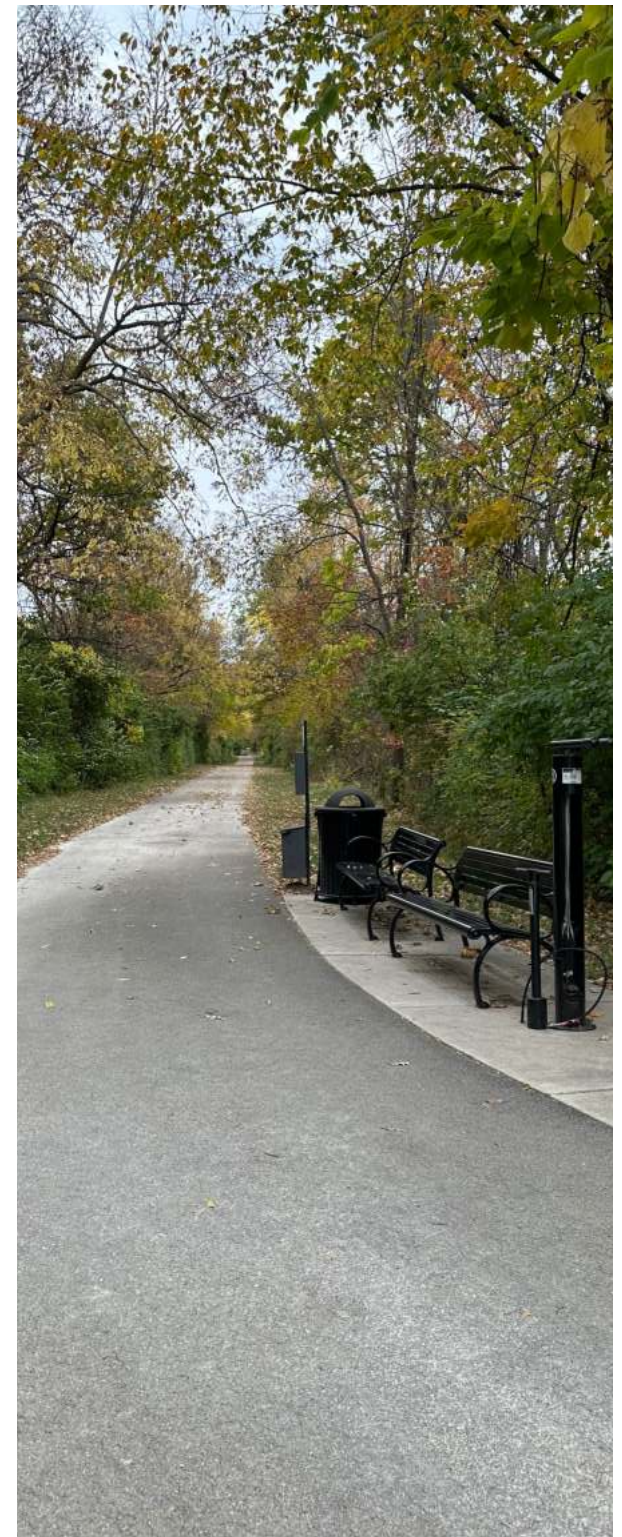
The STBG program promotes flexibility in State and local transportation decisions and provides flexible funding to address State and local needs. Eligible projects relevant to this plan include:

- Maintenance and restoration of existing recreational trails.
- Projects to enhance travel and tourism.

Transportation Infrastructure Financing and Investment Act (TIFIA)

The Transportation Infrastructure Financing and Investment Act provides credit assistance for qualified projects of regional and national significance. Many communities have individual trails, protected bike lanes or sidewalks scattered throughout neighborhoods, but filling in the gaps will enable more people to safely walk or bike to their destinations. Key points of the TIFIA include:

- The minimum project size is \$10 million for projects involving local governments.
- Multiple segments of a network can be bundled into a single project, called a "Master Credit





Trail on Geist Reservoir

Agreement”, to meet the \$10 million threshold, thereby making it possible for communities to complete projects faster and more cohesively.

- The application process is streamlined for low-cost, low-risk projects—like trail networks—to reduce the transaction costs and make it affordable to apply. In addition, at least \$2 million per year will be available to defray application costs for smaller projects.
- State Infrastructure Banks may use TIFIA funds to make financing more accessible for rural projects.

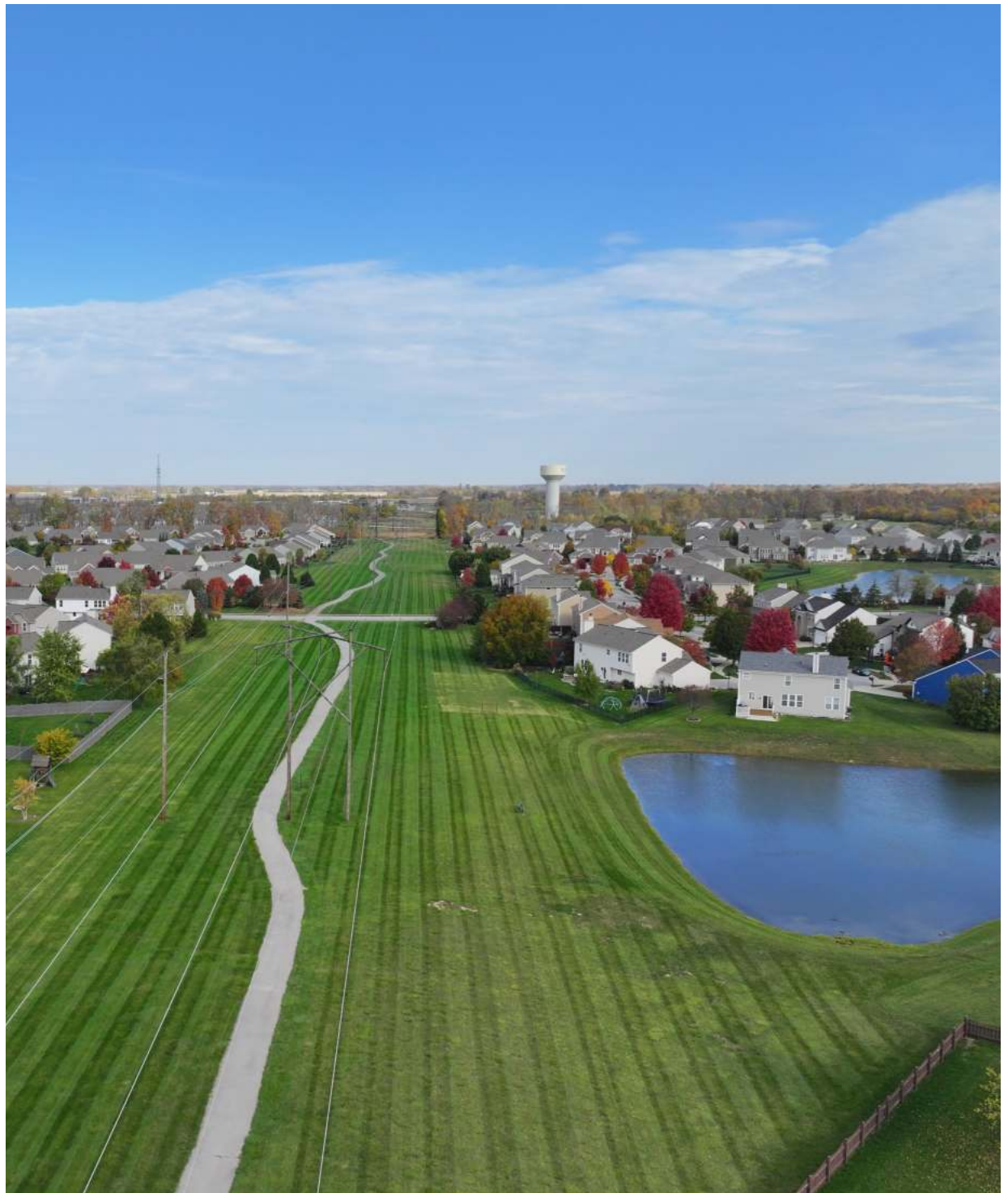
LAND AND WATER CONSERVATION FUND (LWCF)

The goal of the Land and Water Conservation Fund is the creation and maintenance of high-quality recreation amenities through the acquisition and development of public outdoor recreation areas and facilities. The local sponsor matches 50% of the project cost prior to applying for the grant. After the project is approved, the sponsoring park and recreation board receives a reimbursement of 50% of the actual project costs. Applicants must submit a bill to the grant coordinator to request

the federal share of the cost throughout the grant term. Only park and recreation boards established under Indiana law are eligible for the program. These entities must currently have a five-year parks and recreation master plan on file, approved by the Division of Outdoor Recreation. Funding ranges from \$50,000-\$500,000. Local agencies in Indiana have received over \$90 million to date.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)

While not traditionally viewed as a source of funding for bicycle and pedestrian projects, the Community Development Block Grant (CDBG) program provides money for streetscape revitalization and other improvements that can enhance walking and bicycling. Federal Community Development Block Grant grantees may “use Community Development Block Grant funds for activities that include, but are not limited to: acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public service for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”



Birds Eye View of Geist Greenway

STATE FUNDING SOURCES

Indiana Heritage Trust Program

The Indiana Heritage Trust Program was instituted to protect natural resources using funds generated through the sale of personalized environmental license plates. Greenways are eligible under the Division of Outdoor Recreation section of the program. The Division's mission is to increase these opportunities for underserved regions and populations, regardless of their location in rural or urban settings. All projects must maintain state interests through conservation easements or similar agreements. The facilities must also be assumed by local interests, other divisions, or agencies. Greenways that make use of abandoned rail lines or other rights-of-way previously used for private/public transportation are eligible projects. The program has generated funds to protect over 71,200 acres of Indiana's natural heritage in license plate revenue.

Next Level Trails Grant Program

The Next Level Trails (NLT) program was initiated in 2019 and included three rounds of funding with the final round awarded in 2022. Although this program is not currently funded for years beyond 2022, the program has seen wide popularity and support and has the potential to return for additional rounds of trail funding.

Indiana Trails Program (RTP) Grant Program

The Indiana Trails Program (ITP) replaced the Recreational Trails Program (RTP) in 2021. Previously, RTP funds were provided through federal dollars. The new Indiana Trails Program will include state funds but will otherwise be very similar to the RTP program. The ITP will provide a minimum of \$50,000 and maximum of \$250,000 in grant assistance with a 20% local match requirement. Projects can include construction of trails, development of trailheads, construction of bridges, and acquisition of easement or property for trails. The ITP is managed by the Indiana Department of Natural Resources.

Safe Routes to School and SAFETULU Grant

Safe Routes to Schools and SAFETULU funds can be used for trail improvements which create connections to schools. Safe Routes to Schools requires no match and SAFETULU funds require a 20% match.

Central Indiana Bicycling Foundation (CIBA) Grant

The CIBA Foundation was organized to inform, educate, advise and promote the general public awareness of the health, recreational, economic, social and cultural benefits of bicycles. Grants range in size from \$500 to \$5,000 and preference is given to communities promoting bicycling with a focus on the above goals. These grants are especially beneficial in accomplishing education policies and programs associated with the bicycle and pedestrian network.

LOCAL FUNDING SOURCES

While external funding sources for pedestrian and bicycle projects and programs continue to be in short supply and high demand, local funds can often be the most reliable funding source to get projects built. In addition, local funding is often required as a match for external funding sources. Because of this, Aurora should identify and pursue local funding strategies as a means of implementing the plan.

Capital Improvement Plan Set-Aside

As with most towns and cities, Aurora has limited funds. With other transportation and infrastructure projects pulling at the same source of funds it can be challenging to implement new pedestrian and bicycle facilities. By creating a dedicated set-aside in the Capital Improvement Plan, the City can focus, prioritize and plan for capital expenditures for pathways, on-street bikeways, and other projects that improve conditions for walking and bicycling. This set-aside may also be used as a local match for external funding sources, or as contributory toward bicycle and pedestrian elements of larger projects.



Birds Eye View of Thorpe Creek Greenway

PRIVATE AND FOUNDATION FUNDING SOURCES

People for Bikes Community

Grants Program

People for Bikes, formerly known as Bikes Belong, is a national organization working to make bicycling better throughout the United States through programs and advocacy work. People for Bikes has funded numerous infrastructure projects and education and encouragement programs since it was first launched in 1999. Although the typical grant amount is small, these grants can be particularly useful in adding bicycle and pedestrian infrastructure such as bike parking and benches.

Community Foundations

Community and corporate foundations can play an important role in funding pedestrian and bicycle improvements. With a growing understanding of the connection between pedestrian and bicycle infrastructure improvements and the health of the community, health foundations through the country have joined with environmental foundations to support pedestrian and bike projects that increase opportunities for walking and bicycling within communities. Many corporate and national foundations have supported programs which reduce obesity, increase physical activity, and achieve other positive health related outcomes.

Local Business Community

More and more businesses have begun to recognize the benefit of walking and bicycling as economic drivers and indicators of quality of life. Businesses have expressed interest in investing in bicycle and pedestrian infrastructure that supports healthy and active communities. Support from the business community is often the result of strong relationship-building efforts and may come in a variety of forms from the funding of capital projects or associated amenities to the provision of volunteers to assist in trail maintenance activities.

APPENDIX F

TEXT AMENDMENTS

ORDINANCE NO. 0191919
AN ORDINANCE TO AMEND THE
COMPREHENSIVE PLAN OF THE
CITY OF FISHERS, HAMILTON COUNTY, INDIANA

This is an ordinance to amend the text of the Comprehensive Plan, Ordinance No. 0221100, previously enacted by the City of Fishers, Hamilton County, Indiana ("City"), pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Fishers (the "Petitioner"), seeks to amend the standards of the Comprehensive Plan, as further specified herein ("Amendment");

WHEREAS, the City's Plan Commission has conducted a public hearing on Docket No. TA 19-9 as required by law in regards to the Amendment; and

WHEREAS, the Plan Commission at its August 7, 2019 meeting met a favorable recommendation to the Fishers City Council by a vote of 7 in favor and 0 opposed.

NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA, AS FOLLOWS:

Section 1. The Fishers 2040 Comprehensive Plan is hereby amended as follows:

Page 68:

Motorist Classification: 7' curb Street right-of-way reduced to 50 feet from 56 feet. Tree plot reduced to four (4) feet from eight (8) feet.

Page 69:

Bike and Pedestrian Plan: Updates to the "Bike and Pedestrian Plan: Overall Network" including a revised location of the Geist Greenway and a path along Cytherone Road, south of 113rd Street, as shown on Exhibit A.

Section 2. All other provisions of the Comprehensive Plan not in conflict with or specifically changed by this Amendment shall remain in full force and effect.

Section 3. This Ordinance shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

08/19/19

SO ORDERED BY THE COMMON COUNCIL OF THE CITY OF FISHERS,
TAMM TOWN COUNTY, INDIANA this 19th of August, 2019.

COMMON COUNCIL OF THE CITY OF FISHERS,
TAMM TOWN COUNTY, INDIANA

Y.N.

NAY

ABSTAIN

Y.N.	NAY	ABSTAIN
<i>Richard W. Cook</i>	Richard W. Cook, President	
<i>Fris Mueller</i>	Fris Mueller, Vice President	
<i>David George</i>	David George, Member	
<i>Cliff Peterson</i>	Cliff Peterson, Member	
<i>John Weingardt</i>	John Weingardt, Member	
<i>Carole C. Clark</i>	Carole C. Clark, Member	
<i>Brad DeBorja</i>	Brad DeBorja, Member	
<i>Scott A. Fadness</i>	Scott A. Fadness, Member	
<i>Todd Zimmerman</i>	Todd Zimmerman, Member	

I hereby certify that the foregoing Ordinance of Resolution was duly read to City of Fishers Mayor
Scott A. Fadness on the 19th day of August, 2019 at 9:00 PM.

ATTEST:
Aimee L. Kohl, City Clerk

MAYOR'S APPROVAL

Scott A. Fadness, Mayor

DATE

8/19/2019



MAYOR'S SIGNATURE

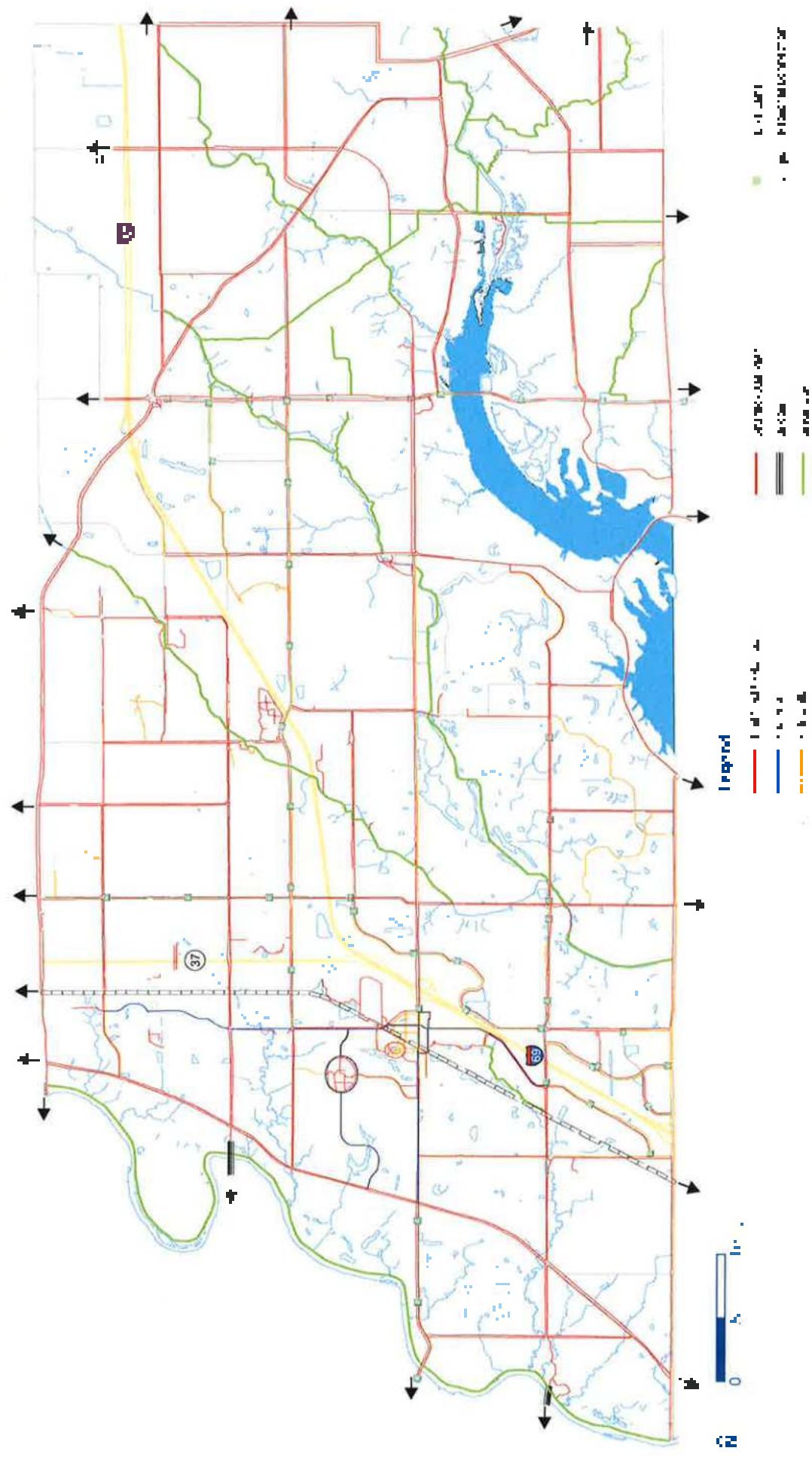
Scott A. Fadness, Mayor

DATE

This document is a public document and is subject to the provisions of the Freedom of Information Act, 5 U.S.C. 552.

This document is prepared by the City of Fishers, Indiana. It is not intended to constitute an offer of insurance or any other financial product. For more information, please contact Christopher P. Greisl at (317) 238-1111.

BIKE AND PEDESTRIAN PLAN: OVERALL NETWORK



ORDINANCE NO. 062121

AN ORDINANCE OF THE COMMON COUNCIL AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA.

This is an ordinance to amend the text of the Comprehensive Plan, Ordinance No. 032116C, previously enacted by the City of Fishers, Hamilton County, Indiana (“City”), pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Fishers (the “Petitioner”), seeks to amend the standards of the Comprehensive Plan for the five-year update, as further specified herein (“Amendment”);

WHEREAS, the City’s Plan Commission has conducted a public hearing on Docket No. TA-21-19 as required by law in regards to the Amendment;

WHEREAS, the Plan Commission at its June 2, 2021 meeting sent a favorable recommendation to the Fishers City Council by a vote of 7 in favor and 0 opposed;

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the Council hereby desires to adopt the Amendment and as part of such approval requests that the City update the City's zone improvement plan; and

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the zone improvement plan shall be updated prior to consideration of the City impact fees.

NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA, AS FOLLOWS:

Section 1. The Fishers 2040 Comprehensive Plan is hereby amended per Exhibit A.

Section 2. All other provisions of the Comprehensive Plan not in conflict with or specifically changed by this Amendment shall remain in full force and effect.

Section 3. This ordinance shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

UNLESS SPECIFICALLY AMENDED BY REFERENCE HEREIN, ALL REMAINING TERMS AND CONDITIONS OF THE COMPREHENSIVE PLAN SHALL CONTINUE IN FULL FORCE AND EFFECT AND ARE HEREBY RATIFIED AND AFFIRMED.



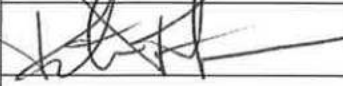


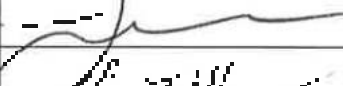


SOLELY ORIGINATED by the Common Council of the City of Fishers, Hamilton County, Indiana, this 21st day of June, 2021.

COMMON COUNCIL OF THE CITY OF FISHERS,
HAMILTON COUNTY, INDIANA

YAY

NAY

ABSTAIN

	Selina Stoller, President		
	David George, Vice President		
	C. Pete Peterson, Member		
	John Wringman, Member		
	Cecilia C. Cable, Member		
	Heidi Becker, Member		
	Todd Zimmerman, Member		
	Crystal Neumann, Member		
	Jocelyn Vary, Member		

I hereby certify that the foregoing Ordinance was delivered to City of Fishers Mayor Scott Fadness on the 21st day of June, 2021, at _____ m.

ATTEST:


Jennifer L. Kehl, City Clerk

MAYOR'S APPROVAL

Scott A. Fadness, Mayor

DATE

MAYOR'S VETO

Scott A. Fadness, Mayor

DATE



This instrument prepared by: Christopher P. Greisl, City Attorney, City of Fishers, Hamilton County, Indiana, One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." Christopher P. Greisl

ORDINANCE NO. 081522B

AN ORDINANCE OF THE COMMON COUNCIL AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA.

This is an ordinance to amend the text of the Comprehensive Plan, Ordinance No. 032116C, previously enacted by the City of Fishers, Hamilton County, Indiana (“City”), pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Fishers (the “Petitioner”), seeks to amend the standards of the Comprehensive Plan for the annual update, as further specified herein (“Amendment”);

WHEREAS, the City’s Plan Commission has conducted a public hearing on Docket No. TA-22-34 as required by law in regards to the Amendment;

WHEREAS, the Plan Commission at its September 7, 2022 meeting sent a favorable recommendation to the Fishers City Council by a vote of 6 in favor and 0 opposed;

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the Council hereby desires to adopt the Amendment and as part of such approval requests that the City update the City's zone improvement plan; and

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the zone improvement plan shall be updated prior to consideration of the City impact fees.

NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA, AS FOLLOWS:

Section 1. The Fishers 2040 Comprehensive Plan is hereby amended per Exhibit A.

Section 2. All other provisions of the Comprehensive Plan not in conflict with or specifically changed by this Amendment shall remain in full force and effect.

Section 3. This ordinance shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

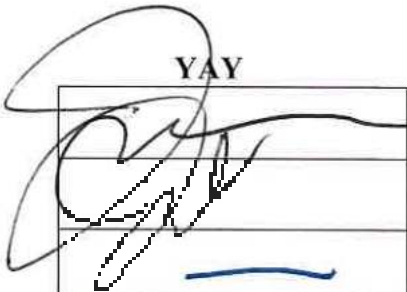
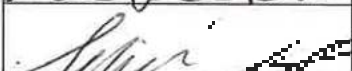



UNLESS SPECIFICALLY AMENDED BY REFERENCE HEREIN, ALL REMAINING TERMS AND CONDITIONS OF THE COMPREHENSIVE PLAN SHALL CONTINUE IN FULL FORCE AND EFFECT AND ARE HEREBY RATIFIED AND AFFIRMED.

Exhibit A
[Implementation Chapter & Thoroughfare Plan]


ORDINANCE NO. 0815640

SO BE IT ORDAINED by the Common Council of the City of Fishers, Hamilton County, Indiana this 14th day of November 2022


**COMMON COUNCIL OF THE CITY OF FISHERS,
HAMILTON COUNTY, INDIANA**

YAY		NAY	ABSTAIN
	Todd Zimmerman, President		
	John W. Smith, Vice President		
	C. Pete Peterson, Member		
Cecilia Coble	Cecilia C. Coole, Member		
Paul DeLeon	Fred DeLeoner, Member		
	Selina Stoller, Member		
	Jocelyn Vana, Member		
	Crystal K. Stone, Member		
	David G. Hill, Member		

I hereby certify that the foregoing Ordinance was delivered to City of Fishers Mayor Scott A. Fadness on this 14th day of November 2022, at 8:30 p.m.

A. T. S. I: 
Jennifer T. Kehl, City Clerk




Scott A. Fadness, Mayor

MAYOR'S APPROVAL
NOVEMBER 14, 2022
DATE

MAYOR'S VIDEO

DATE

This instrument prepared by: Christopher P. Greisl, City Attorney, City of Fishers, Hamilton County, Indiana, One Main & 101 Drive, Fishers, Indiana 46038

I affirm, under the penalties for perjury, that I have taken reasonable care to reduce each page's Security number in this document, unless required by law: Christopher P. Greisl

ORDINANCE NO. 011624

**AN ORDINANCE OF THE COMMON COUNCIL
AMENDING THE COMPREHENSIVE PLAN FOR
THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA.**

This is an ordinance to amend the text of the Comprehensive Plan, Ordinance No. 032116C, previously enacted by the City of Fishers, Hamilton County, Indiana (“City”), pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Fishers (the “Petitioner”), seeks to amend the standards of the Comprehensive Plan for the annual update, as further specified herein (“Amendment”);

WHEREAS, the City’s Plan Commission has conducted a public hearing on Docket No. TA-24-01 is required by law in regards to the Amendment;

WHEREAS, the Plan Commission at its February 7, 2024 meeting sent a favorable recommendation to the Fishers City Council by a vote of seven (7) in favor and zero (0) opposed;

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the Council hereby desires to adopt the Amendment and as part of such approval requests that the City update the City's zone improvement plan; and

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the zone improvement plan shall be updated prior to consideration of the City impact fees.

NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA, AS FOLLOWS:

Section 1. The Fishers 2040 Comprehensive Plan is hereby amended per Exhibit A.

Section 2. All other provisions of the Comprehensive Plan not in conflict with or specifically changed by this Amendment shall remain in full force and effect.

Section 3. This ordinance shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

UNLESS SPECIFICALLY AMENDED BY REFERENCE HEREIN, ALL REMAINING TERMS AND CONDITIONS OF THE COMPREHENSIVE PLAN SHALL CONTINUE IN FULL FORCE AND EFFECT AND ARE HEREBY RATIFIED AND AFFIRMED.

SO BE IT ORDAINED by the Common Council of The City of Fishers, Hamilton County, Indiana this 19th day of February 2024.

COMMON COUNCIL OF THE CITY OF FISHERS,
HAMILTON COUNTY, INDIANA

011624

YAY

NAY

ABSTAIN

YAY		NAY	ABSTAIN
<i>Cynthia Noble</i>	Cynthia Noble, President		
<i>[Signature]</i>	Cl. Peter Peterson, Vice President		
<i>[Signature]</i>	John Weinauer, Member		
<i>[Signature]</i>	Eric DeKramer, Member		
<i>[Signature]</i>	Scott Stalle, Member		
<i>[Signature]</i>	Tim Kinnaman, Member		
<i>[Signature]</i>	John DeLuca, Member		
<i>[Signature]</i>	Timothy Doleman, Member		
<i>[Signature]</i>	Dill Suter, Member		

I hereby certify that the foregoing Ordinance/Resolution was delivered to City of Fishers Mayor
Scott Fadness on the 19th day of February 2024 at 7:27 p.m.

ATTEST: [Signature]
Jennifer L. Kehl, Fishers City Clerk



MAYOR'S APPROVAL

[Signature]
Scott A. Fadness, Mayor

2/19/2024
DATE

MAYOR'S VETO

Scott A. Fadness, Mayor

DATE

This document prepared by: [Signature] Clerk of Hamilton County, Indiana, and the Municipal Clerk,
Fishers, Indiana 46038

Attention: order this purchase on or before July 1, 2011. Use only a reasonable care to reduce your credit security number in this document. It is provided by the City of Fishers, Indiana.

Exhibit A

Chapter 6. Summary & Implementation Chapter, Throughfare Plan, Trails & Greenways Report